**Errata for the Fire Station 9 Redevelopment Project**

**Final Initial Study/Mitigated Negative Declaration (IS/MND)**
**April 2026**

This Final IS/MND was prepared using a redline method and is the final document for following compliance with the California Environmental Quality Act (CEQA). The redline method identifies subsequent changes following the publication of the IS/MND for public review, which commenced on April 2, 2026, and concluded on April 22, 2026. There is minor technical information and typo corrections as shown in redline to the Final IS/MND. None of these changes required recirculation under CEQA Guidelines Section 15073.5. On page 2-52 of the Final IS/MND, changes are shown to clarify that additional coordination efforts would occur during the encroachment permit process for the Contra Costa County Public Works Department Engineering Services Division and the Contra Costa County Flood Control & Water Conservation District. On page 11 of the MMRP, the implementation timing, implementation responsibility, and verification responsibility were filled out to clarify roles in implementation of Mitigation Measure NOI-2.

~~DRAFT~~

# CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT FIRE STATION 9 REDEVELOPMENT PROJECT (PROJECT NO. WH728B) FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**PREPARED FOR:**

Contra Costa County Fire Protection District
4005 Port Chicago Highway, Suite 250
Concord, CA 94520
Contact: Sam Nichols
925.941.3300 ext. 1107

**PREPARED BY:**

ICF
525 B Street, Suite 1700
San Diego, CA 92101
Contact: Kara Palm
619.548.3968

~~March~~ April 2026

ICF. 2026. *Contra Costa County ~~Public Works Department~~Fire Protection District Fire Station 9 Redevelopment Project (Project No. WH728B) Final Initial Study/Mitigated Negative Declaration*. ~~Draft. March~~April. (ICF 104857.) San Diego, CA. Prepared for the Contra Costa County ~~Public Works Department~~Fire Protection District.~~,~~ ~~Martinez~~Concord, CA.

# Contents

**Chapter 1 CEQA Environmental Checklist Form ..... 1-1**
Environmental Factors Potentially Affected ..... 1-4
Environmental Determination ..... 1-4
**Chapter 2 Environmental Checklist ..... 2-1**
2.1 Aesthetics ..... 2-1
2.1.1 Discussion ..... 2-1
2.1.2 Sources of Information ..... 2-3
2.2 Agriculture and Forestry Resources ..... 2-4
2.2.1 Discussion ..... 2-4
2.2.2 Sources of Information ..... 2-5
2.3 Air Quality ..... 2-6
2.3.1 Discussion ..... 2-6
2.3.2 Sources of Information ..... 2-16
2.4 Biological Resources ..... 2-18
2.4.1 Discussion ..... 2-18
2.4.2 Sources of Information ..... 2-22
2.5 Cultural Resources ..... 2-23
2.5.1 Discussion ..... 2-23
2.5.2 Sources of Information ..... 2-25
2.6 Energy ..... 2-26
2.6.1 Discussion ..... 2-26
2.6.2 Sources of Information ..... 2-27
2.7 Geology/Soils ..... 2-28
2.7.1 Discussion ..... 2-28
2.7.2 Sources of Information ..... 2-31
2.8 Greenhouse Gas Emissions ..... 2-32
2.8.1 Discussion ..... 2-32
2.8.2 Sources of Information ..... 2-42
2.9 Hazards and Hazardous Materials ..... 2-43
2.9.1 Discussion ..... 2-43
2.9.2 Sources of Information ..... 2-47
2.10 Hydrology and Water Quality ..... 2-49
2.10.1 Discussion ..... 2-49
2.10.2 Sources of Information ..... 2-53

2.11 Land Use and Planning ..... 2-54
2.11.1 Discussion ..... 2-54
2.11.2 Sources of Information ..... 2-55
2.12 Mineral Resources ..... 2-56
2.12.1 Discussion ..... 2-56
2.12.2 Sources of Information ..... 2-56
2.13 Noise ..... 2-57
2.13.1 Discussion ..... 2-57
2.13.2 Sources of Information ..... 2-66
2.14 Population and Housing ..... 2-68
2.14.1 Discussion ..... 2-68
2.14.2 Sources of Information ..... 2-68
2.15 Public Services ..... 2-69
2.15.1 Discussion ..... 2-69
2.15.2 Sources of Information ..... 2-70
2.16 Recreation ..... 2-72
2.16.1 Discussion ..... 2-72
2.16.2 Sources of Information ..... 2-72
2.17 Transportation ..... 2-73
2.17.1 Discussion ..... 2-73
2.17.2 Sources of Information ..... 2-78
2.18 Tribal Cultural Resources ..... 2-79
2.18.1 Discussion ..... 2-79
2.18.2 Sources of Information ..... 2-81
2.19 Utilities and Service Systems ..... 2-82
2.19.1 Discussion ..... 2-82
2.19.2 Sources of Information ..... 2-84
2.20 Wildfire ..... 2-85
2.20.1 Discussion ..... 2-85
2.20.2 Sources of Information ..... 2-86
2.21 Mandatory Findings of Significance ..... 2-87
2.21.1 Discussion ..... 2-87
2.21.2 Sources of Information ..... 2-89

**Chapter 3 List of Preparers ..... 3-1**

3.1 Contra Costa County Public Works Department (County) ..... 3-1
3.2 ICF (Environmental Consultant) ..... 3-1
3.3 Fehr & Peers (Transportation) ..... 3-1
3.4 Contra Costa County Fire Protection District ..... 3-1

**ATTACHMENTS**

**Attachment A** Site/Project Plans

**Attachment B** Air Quality/Greenhouse Gas Emissions Analysis

**Attachment C** Cultural and Historic Resources Evaluation

**Attachment D** Geotechnical Investigation

**Attachment E** Noise and Vibration Analysis Memorandum

**Attachment F** Transportation Analysis Memorandum

**Attachment G** Mitigation ~~and~~ Monitoring and Reporting Program for the Final IS/MND

# Tables

Table 2.3-1 Federal and State Attainment Status for Contra Costa County Portion of the San Francisco Bay Area Air Basin ..... 2-7

Table 2.3-2 Criteria Pollutant Emissions from Project Construction (average pounds per day) ..... 2-10

Table 2.3-3 Existing Conditions (2025), Project Conditions (2028), and Net Criteria Pollutant Emissions during Project Operation (average daily pounds per day) ..... 2-12

Table 2.3-4 Estimated Unmitigated Project-Level Health Risk Results ..... 2-13

Table 2.3-5 Cumulative Health Risk Results ..... 2-15

Table 2.8-1 Air District Greenhouse Gas Thresholds for Land Use Projects ..... 2-34

Table 2.8-2 Existing Conditions (2025), Project Conditions (2028), and Net GHG Emissions during Project Operation (metric tons per year) ..... 2-37

Table 2.8-3 Project Consistency with Contra Costa County's CAAP 2024 Climate Action Strategies ..... 2-38

Table 2.13-1 Summary of Noise Measurement Results ..... 2-58

Table 2.13-2 Construction Phases and Reference Noise Levels of Equipment Types ..... 2-59

Table 2.13-3 Construction Noise Levels by Activity and Distance to Allowable Sound Levels ..... 2-60

Table 2.13-4 Reference Vibration Levels of Construction Equipment ..... 2-64

Table 2.13-5 Maximum Vibration Levels for Preventing Damage to Buildings ..... 2-64

Table 2.17-1 Transit Stop Locations and Facilities ..... 2-74

Table 2.17-2 Transit Line Descriptions ..... 2-75

Table 2.17-3 Center Avenue Complete Street Project in 2018 Countywide Bicycle and Pedestrian Plan ..... 2-76

# Acronyms and Abbreviations

| | |
|---|---|
| AB | Assembly Bill |
| ABAG | Association of Bay Area Governments |
| ADA | Americans with Disabilities Act |
| ADT | average daily traffic |
| Air District | Bay Area Air District |
| Air District CEQA Guidelines | California Environmental Quality Act Air Quality Guidelines |
| ALUCP | Airport Land Use Compatibility Plan |
| AST | aboveground storage tank |
| ATP | Active Transportation Plan |
| Basin Plan | Water Quality Control Plan for the San Francisco Bay Basin |
| BERD | Built-Environment Resources Directory |
| BMPs | best management practices |
| BUG | backlight-uplight-glare |
| CAAP | Climate Action and Adaptation Plan |
| CAAQS | California Ambient Air Quality Standards |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal/OSHA | Division of Occupational Safety and Health |
| CalEnviroScreen | California Communities Environmental Health Screening Tool |
| CalEPA | California Environmental Protection Agency |
| CALGreen | California Green Building Standards Code |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCCMC | Contra Costa County Municipal Code |
| CCHSHMP | Contra Costa Health Services, Hazardous Materials Program |
| CCR | California Code of Regulations |
| CCTA | Contra Costa Transportation Authority |
| CCWD | Contra Costa Water District |
| CDFW | California Department of Fish and Wildlife |
| Central San | Central Contra Costa Sanitary District |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CFR | Code of Federal Regulations |
| CGS | California Geological Survey |
| $CH_4$, | methane |

| | |
|---|---|
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| Conservancy | East Contra Costa County Habitat Conservancy |
| County | Contra Costa County |
| CRHR | California Register of Historic Resources |
| CUPA | Certified Unified Program Agency |
| CVLN | Confederated Villages of Lisjan Nation |
| dB | decibel |
| dBA | A-weighted decibel |
| DBE | design-build entity |
| DPM | diesel particulate matter |
| DPR | Department of Parks and Recreation |
| DTSC | Department of Toxic Substances Control |
| ECCCHCP | East Contra Costa County Habitat Conservation Plan |
| EPA | U.S. Environmental Protection Agency |
| ESA | environmentally sensitive area |
| FAA | Federal Aviation Administration |
| FEMA | Federal Emergency Management Agency |
| FTA | Federal Transit Authority |
| GHG | greenhouse gas |
| GIS | geographic information system |
| GSP | Groundwater Sustainability Plan |
| HCP | habitat conservation plan |
| HDM | Highway Design Manual |
| HELIX | HELIX Environmental Planning, Inc. |
| HRA | health risk assessment |
| HVAC | heating, ventilation, air-conditioning |
| IPaC | Information for Planning and Consultation |
| IPCC | Intergovernmental Panel on Climate Change |
| IS/MND | initial study/mitigated negative declaration |
| $L_{dn}$ or DNL | day/night level |
| LEED | Leadership in Energy and Environmental Design |
| $L_{eq}$ | equivalent sound level |
| LHMP | Local Hazard Mitigation Plan |
| $L_{max}$ | maximum sound level |
| LOS | level of service |

| | |
|---|---|
| LRA | Local Responsibility Zone |
| LUST | leaking underground storage tank |
| MBTA | Migratory Bird Treaty Act |
| MEIR | maximally exposed individual receptor |
| MLD | most likely descendant |
| mph | miles per hour |
| MRP | Municipal Regional Permit |
| MT | metric ton |
| MTC | Metropolitan Transportation Commission |
| MUC | Mixed-Use Community Specific |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NCCP | natural community conservation plan |
| $NO_2$ | nitrogen dioxide |
| $NO_X$ | nitrogen oxides |
| NRHP | National Register of Historic Places |
| NWIC | Northwest Information Center |
| $O_3$ | ozone |
| OEHHA | Office of Environmental Health Hazard Assessment |
| OHP | Office of Historic Preservation |
| PM | particulate matter |
| $PM_{10}$ | particulate matter no more than 10 microns in diameter |
| $PM_{2.5}$ | particulate matter no more than 2.5 microns in diameter |
| PPV | peak particle velocity |
| rms | root mean square |
| ROG | reactive organic gas |
| RTP/SCS | regional transportation plan/sustainable communities strategy |
| SB | Senate Bill |
| SFBAAB | San Francisco Bay Area Air Basin |
| SGMA | Sustainable Groundwater Management Act |
| SLF | Sacred Lands File |
| $SO_2$ | sulfur dioxide |
| SPCC | Spill Prevention Control and Countermeasure |
| SWCP | Stormwater Control Plan |
| SWPPP | Stormwater Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TACs | toxic air contaminants |
| U.S.C. | United States Code |

| | |
|---|---|
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| UST | underground storage tank |
| VdB | vibration decibel level |
| VMT | vehicle miles traveled |
| WEAP | Worker Environmental Awareness Program |
| WMP | Water Management Plan |

# Chapter 1
# CEQA Environmental Checklist Form

1. **Project Title:**
   Fire Station 9 Redevelopment (Project No. WH728B)

2. **Lead Agency Contact:**
   Contra Costa County Fire Protection District
   4005 Port Chicago Highway, Suite 250
   Concord, CA 94520

3. **Contact Person and Phone Number:**
   Sam Nichols, Assistant Chief
   Contra Costa County Fire Protection District, Support Services
   925.941.3300 ext. 1107
   Sam.Nichols@cccfpd.org

4. **Project Sponsor's Name and Address:**
   Contra Costa County Fire Protection District
   4005 Port Chicago Highway, Suite 250
   Concord, CA 94520

5. **General Plan Designation:**
   Mixed-Use Community Specific (MUC)

6. **Zoning Designation:**
   Single-Family Residential (R-7)

7. **Project Location:**
   209 Center Avenue
   Pacheco, CA 94553
   Assessor's Parcel Number: 125-073-003

8. **Description of Project:**
   The proposed project would demolish and reconstruct an operational fire station on the same site (0.92 acre). The existing station, which was constructed in 1956, is outdated and unable to support the staff or equipment needed for a modern fire protection agency. The new fire station building would be larger than the fire station that currently exists. The current station is a 2,215-square-foot single-company, one-story station with two apparatus bays. The new structure would be an approximately 15,400-square-foot double-company, two-story station with three apparatus bays that would have a maximum height of 35 feet. The existing station has a three-person crew with one captain, one engineer, and one firefighter that works a 48-hour shift; it houses two fire engines.

   The new fire station would include offices and crew quarters for up to nine firefighters during their 48-hour shifts and an apparatus bay for storing three fire engines when not on call. The office/crew quarters portion of the building would include a lobby area, a battalion chief's office, station office, nine dorm rooms, a kitchen, dining and day rooms, an exercise room, a laundry room, a communications/IT room, multipurpose room, and five restrooms. The apparatus bay would include turnout and washrooms, gear storage rooms, a restroom, storage and compressor rooms, and mechanical and electrical rooms. The project would comply with Leadership in

Energy and Environmental Design (LEED) Silver standard requirements which provides a framework for healthy, efficient, and cost-effective green buildings.

The parcel would also be developed with paved areas for parking and an equipment yard for on-site vehicle cleaning and maintenance, along with two fuel tanks, an emergency generator, and a trash enclosure. In addition, landscaping and pedestrian walkways would be installed at the fire station entrance; stormwater retention basins would be installed within the landscaping throughout the parcel. Existing mature redwood trees at the corner of Center Avenue and Blackwood Drive would need to be removed from the project site. A 6-foot-tall privacy wall would be installed along Blackwood Drive, around the back of the property, and along Grayson Creek.

The project would require the following variance and exception:

- A front yard setback of approximately 4 to 10 feet is required.

**Access, Circulation, and Parking**
Fire engines would leave the station via Center Avenue and enter the station from Blackwood Drive. Three visitor parking spaces would be provided in the front parking lot that would be accessed from Center Avenue. Up to 16 employee parking spaces and two bike racks, for a total of four bikes, would be provided behind the building; these could be accessed from either Blackwood Drive or Center Avenue through automatic gates.

Site plans are attached.

**Construction**
Project construction is anticipated to begin in late 2026 and take approximately 17 months. The first phase of construction would involve demolition of the existing fire station, which would take approximately 2 months. Site preparation, including grading activities, would take approximately 1 month. Trenching and utility line preparation would then occur and take approximately 1 month to complete. Construction of the building and its interior would follow and take approximately 12 months to complete. Following building construction, site work, including paving and landscaping, would take approximately 2 months to complete. A total of 2,000 cubic yards of fill material is anticipated over the course of project construction.

9. **Surrounding Land Uses and Setting:**
The project location is in unincorporated Pacheco, about 0.3 miles east of the Martinez city limit. The highly residential setting is bordered to the north, south, and west by residences. North of the project is a medium-density planned apartment unit. South and west of the project are single-family residential homes. Grayson Creek is directly east of the project site, as is an access road owned and maintained by the Contra Costa County Flood Control District. East of the project site, across Grayson Creek, is a retail business district with numerous commercial stores. These are located along the Pacheco Boulevard.

10. **Other Agencies Whose Approval Is Required:**
While the County is the CEQA Lead Agency for the project, other agencies also have discretionary authority related to the project and approvals, or serve as a responsible and/or trustee agency in connection to the proposed project. A list of these agencies and potential permits and approvals that may be required is provided in Table 1.

**Table 1: Potential Permits and Approvals**

| Lead Agency | Permits/Approvals |
|---|---|
| Contra Costa County Fire Protection District Board of Directors | Approve Project/CEQA and advertise; award; and accept project as complete |
| Contra Costa County Department of Conservation and Development, Building Inspection Division | Building and Grading Permit |
| Contra Costa County Department of Public Works, Engineering Services Division | Encroachment Permit (Road Right-of-Way) |
| Contra Costa County Flood Control and Water Conservation District | Encroachment Permit (Grayson Creek Maintenance Access) |

11. **Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, a determination of the significance of impacts on tribal cultural resources, procedures regarding confidentiality, etc.?**

    Yes, tribes that have previously requested to be notified of projects within Contra Costa County under Assembly Bill (AB) 52 include Wilton Rancheria and the Confederated Villages of Lisjan Nation (CVLN). A Notice of Opportunity to Request Consultation was sent on February 4, 2025, to Wilton Rancheria and CVLN. Wilton Rancheria did not request consultation or provide information about potential resources. CVLN requested consultation and Contra Costa County (County) consulted with CVLN regarding the methods of resource investigation and identification, along with avoidance, mitigation, and monitoring measures. Refer to Section 2.18, Tribal Cultural Resources, for a record of consultation meetings. Measures were agreed upon and consultation concluded on November 19, 2025.

# Environmental Factors Potentially Affected

The environmental factors checked below could be affected by this project, with at least one impact that would be a "potentially significant impact," as indicated by the checklists on the pages below.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

# Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures, based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

DocuSigned by:
Aaron McAlister
4D0A8ABE223B428...

Chief Aaron McAlister, Deputy Fire Chief
Contra Costa County Fire Protection District

3/31/2026
Date

Chapter 2
# Environmental Checklist

## 2.1 Aesthetics

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Except as provided in Public Resources Code Section 2.1099, would the project:* | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees. rock outcroppings. and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ |
| c) In non-urbanized areas. substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☐ | ☒ |
| d) Create a new source or substantial light or glare that would adversely affect daytime or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

### 2.1.1 Discussion

*a) Would the project have a substantial adverse effect on a scenic vista?*

According to the Contra Costa County 2045 General Plan, scenic vistas include scenic routes, scenic ridges, and other natural features with scenic value (Conta Costa County 2024). The project site is in an urbanized area within unincorporated Pacheco, California, and surrounded primarily by residential uses on the north, west, and south, with commercial uses to the east beyond Grayson Creek; the project site currently supports a fire station. The Contra Costa County 2045 General Plan does not identify any County-recognized scenic vistas in the project vicinity. The only natural feature in the project vicinity is Grayson Creek, which supports natural vegetation; however, the character of the surrounding environment is urban and includes the maintenance trail that parallels the creek. Views of the creek at this location are not considered a designated scenic resource, and the replacement of an existing fire station with a larger fire station would not obstruct or alter views of any scenic resources or natural features. Therefore, the project would have a **less-than-significant impact**.

*b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The nearest designated state scenic highway is State Route 24, approximately 6 miles south of the project site. The project site is not near any County-designated scenic routes (California Department of Transportation [Caltrans] 2019; Contra Costa County 2024), and the existing fire station is not considered a historic building. The project would involve the removal of eight mature redwood trees and 15 smaller trees that were planted as landscaping for the existing fire station. The tree removals would be exempt from the County's tree protection and preservation ordinance because the parcel is owned by the County (Contra Costa County Municipal Code

[CCCMC] 816-6.1002[6]), and their removal would not affect a state scenic highway or historic building. Therefore, the project would have a **less-than-significant impact.**

c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is in an urbanized area and currently supports a fire station. The project site is zoned Single-Family Residential (R-7) and a fire station is a permissible use under R-7 zoning.

The Contra Costa County 2045 General Plan contains the following relevant goals and policies from the Conservation, Open Space, and Working Lands Element (COS):

**Goal COS-12**. Protected natural features with high scenic value, such as visual landmarks, major ridges, prominent hillsides, and stands of mature trees.

**Policy COS-P12.1.** Deny applications for development that would destroy unique and irreplaceable natural features, such as distinctive rock formations.

**Policy COS-P12.2.** Require redesign of project components that negatively impact viewsheds or the visual quality of the area.

**Policy COS-P12.5.** Require restoration of natural contours and vegetation after grading and other land disturbances.

As discussed above, the project site does not have views of any County-designated scenic vistas, and it does not contain any protected scenic resources. The new fire station, although larger in scale, has been designed to blend into the existing urban fabric; it would not degrade the visual character of the area. The surrounding neighborhood already includes a variety of residential and commercial structures, many of which are multiple stories. The increase in height would not be incompatible with the surrounding development. Thus, the project would not conflict with applicable regulations governing scenic quality. The project would have **no impact**.

d) *Would the project create a new source or substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The project site is in an urbanized area with existing sources of nighttime light, including streetlights and headlights from vehicles and existing interior and exterior lighting from surrounding residential and commercial uses.

Construction is anticipated to occur during daylight hours; however, temporary nighttime lighting could be used during construction for safety and security purposes. Lighting will be in accordance with the California Energy Code (CEC), which contains standards for reducing nuisances associated with lighting and includes standards that requires all lighting, whether temporary or permanent be controlled and properly shielded to reduce light spillover (CEC 76-4.612).

During operation, sources of light would continue however could increase due to the larger building size and height. Nighttime sources include the interior and exterior lighting for security and navigation. Without proper configuration, the new fire station could result in light spillover onto adjacent properties. However, the project would comply with the CCCMC street light standards and the CEC, which requires light fixtures to be controlled or directed to reduce light interference or spillover as well as dimming, motion-activated lighting, and automatic shutoff features (Chapter 76-

4.612). Further, the addition of landscape trees would also provide shielding of nighttime light source spillover.

Sources of glare during operation include light reflected from pavement, vehicles, and building materials, such as reflective glass and polished surfaces, which could affect neighboring properties. However, glare would be minimized with treated windows and solar panels. Solar panels would be placed on the roof of the fire station building which is situated at a higher elevation (approximately 35 feet) than the surrounding land uses and treated to not create glare that could be a safety concern for air traffic or avian species. As noted, all exterior light fixtures would comply with the CEC, which also requires lighting features that control glare. Consequently, the new structure would be designed to minimize glare and be consistent with the surrounding environment.

The project would not create new sources of light and glare that would substantially affect daytime or nighttime views in the area. Therefore, the project would have a **less-than-significant impact**.

## 2.1.2 Sources of Information

California Department of Transportation. 2019. *Scenic Highways: California State Scenic Highways.* Website and Map. Available: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways Accessed: January 29, 2021, and November 24, 2025.

Contra Costa County. 2024. *Contra Costa County 2045 General Plan*. Chapter 3: Land Use Element, 2005–2020. Available: http://www.co.contra-costa.ca.us/DocumentCenter/View/ 30913/Ch3-Land-Use-Element?bidId=. Chapter 5: Transportation and Circulation Element, 2005–2020. Available: http://www.co.contra-costa.ca.us/DocumentCenter/View/30915/Ch5-Transportation-and-Circulation-Element?bidId=.

# 2.2 Agriculture and Forestry Resources

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.* | | | | |
| *Would the project:* | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220[9]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned for timberland production (as defined by Government Code Section 51104[9])? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forestland or conversion of forestland to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment that, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or the conversion of forestland to non-forest use? | ☐ | ☐ | ☐ | ☒ |

## 2.2.1 Discussion

*a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The current Contra Costa County Important Farmland Map (2022) indicates that the project site is classified as "Urban and Built-Up Land," defined as land "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately six structures to a 10-acre parcel" (California Department of Conservation 2025). Because the project site is classified as Urban and Built-Up Land, project development would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, the project would have **no impact**.

*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site and surrounding area is in an urbanized area not zoned for agricultural use and is not restricted by a Williamson Act contract. Therefore, the project would have **no impact**.

*c) Would the project conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220[9]), timberland (as defined by Public Resources Code Section 4526). or timberland zoned for timberland production (as defined by Government Code Section 51104[9])?*

The project site is in an urbanized area and is zoned R-7, Single-Family Residential. The site and its surroundings are urban and not zoned for forestland, timberland, or timberland production. Therefore, the project would have **no impact.**

*d) Would the project result in the loss of forestland or conversion of forestland to non-forest use?*

No forestland is present on or near the project site. The project would not result in the loss of forestland and/or conversion of forestland. Therefore, the project would have **no impact**.

*e) Would the project involve other changes in the existing environment that, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or the conversion of forestland to non-forest use?*

There is no farmland or forestland on or near the project site. The project site is a functioning fire station and the surrounding area is developed with predominantly residential and commercial uses. Because no farmland or forestland is present, the project would not result in the conversion of farmland to non-agricultural use or the conversion of forestland to non-forest use. Therefore, the project would have **no impact**.

## 2.2.2 Sources of Information

California Department of Conservation. 2025. *Contra Costa County Important Farmland 2022.* Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/ContraCosta.aspx. Accessed: November 7, 2025.

# 2.3 Air Quality

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Result in a cumulative considerable net increase in any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☒ | ☐ | ☐ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☒ | ☐ | ☐ |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

## 2.3.1 Discussion

### Setting

The project site is in unincorporated Contra Costa County, which is in the San Francisco Bay Area Air Basin (SFBAAB). Concentrations of ozone ($O_3$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), lead, and particulate matter ($PM_{10}$ [particulate matter no more than 10 microns in diameter] and $PM_{2.5}$ [particulate matter no more than 2.5 microns in diameter]) are commonly used indicators of ambient air quality conditions. These pollutants are known as criteria pollutants and regulated by the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) through the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS limit criteria pollutant concentrations to protect human health and prevent environmental and property damage.

#### Regional Attainment Status

CARB and EPA maintain ambient air quality monitoring stations within California. Local monitoring data are used to designate areas as nonattainment, maintenance, attainment, or unclassified areas for ambient air quality standards. The four designations are defined below. Table 2.3-1 summarizes the attainment status of Contra Costa County.

- Nonattainment—assigned to areas where monitored pollutant concentrations consistently violate the standard in question
- Maintenance—assigned to areas where monitored pollutant concentrations exceeded the standard in question in the past but are no longer in violation of that standard
- Attainment—assigned to areas where pollutant concentrations meet the standard in question over a designated period of time
- Unclassified—assigned to areas where data are insufficient for determining whether a pollutant is violating the standard in question.

**Table 2.3-1. Federal and State Attainment Status for Contra Costa County Portion of the San Francisco Bay Area Air Basin**

| Criteria Pollutant | Federal Designation | State Designation |
|---|---|---|
| Ozone ($O_3$ [8-hour standard]) | Marginal nonattainment | Nonattainment |
| Carbon monoxide (CO) | Attainment | Attainment |
| Particulate matter ($PM_{10}$) | Attainment | Nonattainment |
| Fine particulate matter ($PM_{2.5}$) [a] | Moderate nonattainment | Nonattainment |
| Nitrogen dioxide ($NO_2$) | Attainment | Attainment |
| Sulfur dioxide ($SO_2$) | Attainment | Attainment |
| Lead | Attainment | Attainment |
| Sulfates | (no federal standard) | Attainment |
| Hydrogen sulfide | (no federal standard) | Unclassified |
| Visibility-reducing particles | (no federal standard) | Unclassified |

Sources: CARB 2023; EPA 2024.

[a] Federal designation reflects the 2006 $PM_{2.5}$ standard, which is more stringent than the 2012 standard. The area's status under the 2006 standard is worse than under the 2012 standard.

### Existing Toxic Air Contaminant Sources and Health Risks

The Bay Area Air District (Air District) maintains an inventory, which is available online, of health risks associated with all permitted stationary sources within the SFBAAB (Air District 2024). Within 1,000 feet of the project site, there are two permitted facilities. Aside from stationary sources, emissions of toxic air contaminants (TACs) around the project site are also generated from mobile sources on roads and highways, like Pacheco Boulevard and I-680. Health risks associated with the nearby permitted stationary sources and roads are considered in the analysis of the project's cumulative health risks.

### Environmental Burdens

The Office of Environmental Health Hazard Assessment (OEHHA) maintains the California Communities Environmental Health Screening Tool (CalEnviroScreen), which provides relative rankings of census tracts, based on 21 environmental, health, demographic, and socioeconomic indicators (e.g., $O_3$ concentrations, groundwater threats, education levels). Scores are given on a scale of 0 to 100, with larger numbers representing areas with relatively high existing pollution burdens and population sensitivities. The proposed project is in Census Tract 6013321200, which has a CalEnviroScreen percentile score of 33. This score indicates that the census tract experiences more minor levels of pollution, as well as secondary effects, than the rest of the state (OEHHA 2023). Because the census tract has a CalEnviroScreen score lower than 70 percent, it is not considered an overburdened community, per Air District guidance (Air District 2023).

## Regulatory Setting

The Air District is responsible for ensuring that the NAAQS and CAAQS are met within the SFBAAB. Specifically, the Air District manages air quality through a comprehensive program that includes long-term planning, regulations, incentives for technical innovation, education, and community outreach. The Air District's 2017 Clean Air Plan (Spare the Air, Cool the Climate) is the current air quality attainment plan for the SFBAAB. It provides an integrated strategy for reducing $O_3$, particulate matter, TAC, and greenhouse gas (GHG) emissions in a manner that is

consistent with federal and state air quality programs and regulations. Specifically, the Clean Air Plan:

- Describes the Air District plan for attaining all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities;
- Defines a vision for transitioning the region to the post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050;
- Provides a regional climate protection strategy that will put the Bay Area on a pathway to achieving GHG reduction targets; and
- Includes a wide range of control measures to decrease emissions of air pollutants that are harmful to Bay Area residents, such as particulate matter, $O_3$, and TACs; reduce emissions of methane and other GHGs with high global warming potential that are potent climate pollutants for the near term; and decrease emissions of CO by reducing fossil fuel combustion.

In addition to air quality plans, the Air District also adopts rules and regulations to improve existing and future air quality. The proposed project may be subject to the Air District rules below.

- Regulation 2, Rule 2 (New Source Review)—contains requirements for best available control technology and emission offsets
- Regulation 2, Rule 5 (New Source Review of Toxic Air Contaminant)—outlines guidance for evaluating TAC emissions and their potential health risks
- Regulation 6, Rule 1 (Particulate Matter)—restricts emissions of particulate matter darker than a 1 on the Ringlemann Chart to less than 3 minutes in any 1 hour
- Regulation 7 (Odorous Substances)—establishes general odor limitations for odorous substances and specific emission limitations for certain odorous compounds
- Regulation 8, Rule 3 (Architectural Coatings)—limits the amount of reactive organic gas (ROG) in architectural coatings
- Regulation 9, Rule 6 (Nitrogen Oxides Emission from Natural Gas–Fired Boilers and Water Heaters)— limits emissions of $NO_X$ generated by natural gas–fired boilers.
- Regulation 9, Rule 8 (Stationary Internal-Combustion Engines)—limits emissions of nitrogen oxides ($NO_X$) and CO from stationary internal-combustion engines of more than 50 horsepower

### Air District California Environmental Quality Act Air Quality Guidelines

In April 2023, the Air District published the most recent version of its California Environmental Quality Act Air Quality Guidelines (Air District CEQA Guidelines). The Air District CEQA Guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for TACs and odors as well as best practices for centering environmental justice, health, and equity.

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

According to the Air District CEQA Guidelines, the determination of consistency with the 2017 Clean Air Plan, which is the current air quality attainment plan for the SFBAAB, should consider the following for project-level analyses (Air District 2017):

- Does the project support the primary goals of the 2017 Clean Air Plan?
- Does the project include all applicable control measures from the 2017 Clean Air Plan?
- Does the project disrupt or hinder implementation of any 2017 Clean Air Plan control measures?

## Support of 2017 Clean Air Plan Goals

The primary goals of the 2017 Clean Air Plan are to reduce emissions and decrease concentrations of harmful pollutants, safeguard public health by reducing exposure to air pollutants that pose the greatest health risk and reduce GHG emissions to protect the climate.

The project is necessary for the County to provide critical emergency services, and it will be constructed and operated without resulting in significant emissions of criteria pollutants or causing significant increases in health risks. As a fire station, the project serves a critical role for safeguarding public health because uncontrolled fires and the corresponding smoke are detrimental to human health; thus, the project supports a primary goal of the 2017 Clean Air Plan.

## Include Applicable 2017 Clean Air Plan Control Measures

Control strategies in the 2017 Clean Air Plan include measures in the following categories: stationary source control measures, transportation control measures, energy control measures, building control measures, agriculture control measures, natural and working lands control measures, waste management control measures, and water control measures. The project's diesel-powered emergency generator would require a permit to operate from the Air District; compliance with district permitting requirements, which include stationary-source control measures from the 2017 Clean Air Plan, ensures the project would be consistent with these measures. The project would install bike racks and be less than 600 feet from bus stops at the intersection of Pacheco Boulevard and Center Avenue; thus, employees and visitors would have the option to bicycle or use public transit instead of driving, which is consistent with the Clean Air Plan's goals to reduce transportation-related emissions. Further, the project would install photovoltaic panels to generate on-site renewable energy, supporting the Clean Air Plan's energy-related goals. Other energy measures from the Clean Air Plan apply to utility providers and not the sponsors of individual projects; those measures are thus not applicable to the project. Similarly, the waste, water, and agriculture measures from the Clean Air plan are not applicable because those measures are intended for landfill operators, water providers, and other similar entities rather than sponsors of individual projects. In addition, some measures are not applicable because the project does not include land uses that the measures are intended for (i.e. agricultural land).

## Disrupt or Hinder Implementation of 2017 Clean Air Plan Control Measures

As discussed previously, the project would incorporate design features to reduce emissions. As a result, the project would not disrupt, delay, or otherwise hinder implementation of any applicable control measures from the 2017 Clean Air Plan.

Accordingly, the project would not conflict with or obstruct implementation of the 2017 Clean Air Plan and would have a **less-than-significant impact**.

*b) Would the project result in a cumulative considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?*

## Construction

Construction of the project would generate ROG, $NO_X$, $PM_{10}$, and $PM_{2.5}$ emissions that could result in short-term air quality effects during the construction period of 2026 to 2028. Emissions would be released in the form of exhaust from off-road equipment, employee vehicles, vendor trucks, and haul trucks; fugitive dust from site grading and earthmoving; suspended road dust from vehicle travel; and off-gassing from architectural coatings and paving. Table 2.3-2 summarizes the results of the emissions modeling. The technical memorandum prepared for this project, included in Attachment B, outlines the methods used to conduct the modeling.

**Table 2.3-2. Criteria Pollutant Emissions from Project Construction (average pounds per day)**

| | | | | $PM_{10}$ | | $PM_{2.5}$ | |
|---|---|---|---|---|---|---|---|
| **Construction Year** | **ROGs** | **$NO_X$** | **CO** | **Dust** | **Exhaust** | **Dust** | **Exhaust** |
| 2026 | <1 | 4 | 6 | <1 | <1 | <1 | <1 |
| 2027 | <1 | 4 | 6 | <1 | <1 | <1 | <1 |
| 2028 | 3 | 7 | 10 | 1 | <1 | <1 | <1 |
| *Air District Threshold* | *54* | *54* | - | *BMPs* | *82* | *BMPs* | *54* |
| *Exceed Threshold?* | *No* | *No* | - | - | *No* | - | *No* |

Source: Attachment B.

BMPs = best management practices; CO = carbon monoxide; $NO_X$ = nitrogen oxide; $PM_{2.5}$ = particulate matter no more than 2.5 microns in diameter; $PM_{10}$ = particulate matter no more than 10 microns in diameter; ROGs= reactive organic gases.

As shown in Table 2.3-2, construction of the project would not generate ROG, $NO_X$, or PM exhaust in excess of the Air District's numeric thresholds. However, the District considers emissions of fugitive dust to be potentially significant unless BMPs are implemented to minimize the generation of fugitive dust. As such, this impact is potentially significant.

The project would incorporate **Mitigation Measure AQ-1**, which will require implementation of the BMPs to minimize construction-related fugitive dust impacts during all phases of construction.

Because construction-related criteria pollutant emissions associated with the project would be below the District's significance thresholds, and the project would incorporate **Mitigation Measure AQ-1**, the project would not contribute to a significant level of air pollution that would degrade regional air quality within the SFBAAB. This impact would be **less than significant with mitigation**.

**Mitigation Measure AQ-1: Implement the Air District's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions**

The project sponsor shall require its contractor(s) to implement the *Basic Best Management Practices for Construction-Related Fugitive Dust Emissions* recommended by the Air District. The emissions reduction measures shall include, at a minimum, the following practices.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

## Operations

The project's operations would result in criteria air pollutant emissions from area, energy (i.e., natural gas), mobile, and stationary sources. These sources of emissions are the same as the existing fire station; however, conservatively it was assumed that there is no emergency generator located at the existing fire station[1]. Table 2.3-3 summarizes the criteria pollutant emissions from the existing Fire Station 9, the project, and the net emissions, which are compared to the Air District's operational criteria pollutant thresholds. Attachment B outlines the methods used to conduct the modeling.

[1] The exiting station includes an emergency generator, however this was not included in the analysis and therefore, the quantification of existing emissions is lower than what presently exists and provides a foundation for a conservative analysis because the delta between existing and projected is actually less than modeled.

**Table 2.3-3. Existing Conditions (2025), Project Conditions (2028), and Net Criteria Pollutant Emissions during Project Operation (average daily pounds per day)**

| | | | | $PM_{10}$ | | | $PM_{2.5}$ | | |
|---|---|---|---|---|---|---|---|---|---|
| **Emission Source** | **ROG** | **$NO_X$** | **CO** | **Dust** | **Exhaust** | **Total** | **Dust** | **Exhaust** | **Total** |
| **Existing Fire Station 9 (Existing Conditions, 2025)** | | | | | | | | | |
| Area | <1 | <1 | <1 | - | <1 | <1 | - | <1 | <1 |
| Energy | <1 | <1 | <1 | - | <1 | <1 | - | <1 | <1 |
| Mobile | <1 | 1 | <1 | <1 | <1 | <1 | <1 | <1 | <1 |
| Stationary [a] | - | - | - | - | - | - | - | - | - |
| Total Existing | <1 | 1 | <1 | <1 | <1 | <1 | <1 | <1 | <1 |
| **Proposed Fire Station 9 (Project Conditions, 2028)** | | | | | | | | | |
| Area | <1 | <1 | <1 | - | <1 | <1 | - | <1 | <1 |
| Energy | <1 | <1 | <1 | - | <1 | <1 | - | <1 | <1 |
| Mobile | <1 | 1 | 1 | <1 | <1 | <1 | <1 | <1 | <1 |
| Stationary | <1 | <1 | <1 | - | <1 | <1 | - | <1 | <1 |
| Total Project | <1 | 2 | 2 | <1 | <1 | <1 | <1 | <1 | <1 |
| **Net Emissions** | **<1** | **1** | **2** | **<1** | **<1** | **<1** | **<1** | **<1** | **<1** |
| *Air District Threshold [b]* | *54* | *54* | — | — | — | *82* | — | — | *54* |
| *Exceed Threshold?* | *No* | *No* | — | — | — | *No* | — | — | *No* |

Source: Attachment B
CO = carbon monoxide; $NO_X$ = nitrogen oxide; $PM_{2.5}$ = particulate matter no more than 2.5 microns in diameter; $PM_{10}$ = particulate matter no more than 10 microns in diameter; ROGs= reactive organic gases.
[a] The existing analysis conservatively assumed there was no existing emergency generator.
[b] The Air District has no threshold of significance for CO; CO emissions presented for informational purposes.

Operation of the project would not generate ROG, $NO_X$, or particulate matter that would exceed the Air District's thresholds, as shown in Table 2.3-3. As such, operational emissions would not contribute a significant level of air pollution that would degrade regional air quality within the SFBAAB. This impact would be **less than significant**.

### Localized Carbon Monoxide Impacts

CO hot spots are typically observed at heavily congested intersections where a substantial number of gasoline-powered vehicles idle for prolonged durations throughout the day. Peak-hour traffic volumes at the Center Avenue and Pacheco Boulevard intersection in the transportation study area were analyzed (Fehr & Peers 2025). The peak-hour volumes at this intersection are less than 2,500 vehicles per hour; thus, the minimal increase in peak-hour trips from the project at this intersection would not result in volumes greater than the 24,000- or 44,000-vehicle-per-hour screening threshold that the Air District has identified. This screening threshold is discussed in more detail in Attachment B. The project would thus not result in an exceedance of the CAAQS. This impact would be **less than significant**.

### Health Effects of Regional Criteria Pollutant and Precursor Emissions

The Air District has developed District-specific CEQA thresholds of significance for use in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence regarding safe concentrations of criteria pollutants. Recognizing that air quality is a cumulative problem, the Air District typically considers projects that generate criteria pollutant and ozone precursor emissions that are below the thresholds to be minor in nature. Such projects would not adversely affect air quality or exceed the NAAQS or CAAQS. As shown in Table 2.3-2 and Table 2.3-3, construction and

operation of the project would not generate ROGs, $NO_X$, or particulate matter that would be in excess of the Air District's numeric thresholds with **Mitigation Measure AQ-1**, applicable to project construction. This impact would be **less than significant with mitigation**.

*c) Would the project expose sensitive receptors to substantial pollutant concentrations?*

## Diesel Particulate Matter and $PM_{2.5}$

During construction, diesel particulate matter (DPM) would result from the use of off-road diesel-powered equipment and heavy-duty trucks, and $PM_{2.5}$ would result from diesel and non-diesel exhaust and from fugitive dust generated by soil disturbance and vehicle travel on paved and unpaved surfaces. During project operation, DPM emissions would occur from the testing, maintenance, and emergency use of the proposed backup generator.

The health risk assessment (HRA) evaluates potential impacts from these emissions and was prepared using the AERMOD View 13.0.0 air dispersion model. Attachment B provides more methodology discussion of the HRA. Table 2.3-4 presents the incremental health risk estimates for off-site residential, student, and worker receptors located within 1,000 feet of the project site. Because **Mitigation Measure AQ-1** is required to mitigate fugitive dust emissions, the HRA results presented here assume implementation of this measure and are considered unmitigated for this component of the analysis. Based on the HRA results, the residential maximally exposed individual receptor (MEIR) is located at a single-family home on Blackwood Drive, directly south of the project site; the student MEIR is located at a day-care facility on 2nd Avenue, southwest of the site; and the off-site worker MEIR is located in the retail center at the intersection of Center Avenue and Pacheco Boulevard, east of the project site.

**Table 2.3-4. Estimated Unmitigated Project-Level Health Risk Results[2]**

| Off-site Receptor Type | Cancer Risk (cases per million)[a] | Non-Cancer Chronic Risk | Annual $PM_{2.5}$ Concentrations ($\mu g/m^3$)[b] |
|---|---|---|---|
| ***MEIR – Resident*** | | | |
| Construction | 2.4 | <0.01 | 0.01 |
| Generator Operation | <0.1 | <0.01 | <0.01 |
| **Project – Total (resident)** | **2.4** | **<0.01** | **0.01** |
| Threshold | 10 | 1.0 | 0.3 |
| *Exceeds Threshold?* | *No* | *No* | *No* |
| ***MEIR – Student*** | | | |
| Construction | 0.1 | <0.01 | <0.01 |
| Generator Operation | <0.1 | <0.01 | <0.01 |
| **Project – Total (student)** | **0.1** | **<0.01** | **<0.01** |
| Threshold | 10 | 1.0 | 0.3 |
| *Exceeds Threshold?* | *No* | *No* | *No* |
| ***MEIR – Worker*** | | | |

[2] These results reflect the implementation of the Air District's basic dust-reducing BMPs, as written in the District CEQA Guidelines. Because these BMPs are required for a project to be considered less than significant with respect to mass emissions of fugitive dust, their implementation is required regardless of the HRA results. Therefore, the scenario shown in Table 2.3-4 is considered unmitigated for the purposes of the HRA.

| Off-site Receptor Type | Cancer Risk (cases per million)[a] | Non-Cancer Chronic Risk | Annual $PM_{2.5}$ Concentrations ($\mu g/m^3$)[b] |
|---|---|---|---|
| Construction | <0.1 | <0.01 | <0.01 |
| Generator Operation | <0.1 | <0.01 | <0.01 |
| **Project – Total (worker)** | **<0.1** | **<0.01** | **<0.01** |
| Threshold | 10 | 1.0 | 0.3 |
| *Exceeds Threshold?* | *No* | *No* | *No* |

Source: Attachment B

MEIR = maximally exposed individual receptor; $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of 2.5 or less. Exceedances are bolded and underlined.

[a.] The evaluation of cancer risks in the HRA was based on an exposure duration of 1.42 years for project construction.

[b.] Because construction activities and generator operation would not occur simultaneously, their annual $PM_{2.5}$ concentrations are not combined. Instead, the "Project – Total" value reflects the highest annual $PM_{2.5}$ concentration from either source.

As shown in Table 2.3-4, cancer risks and annual $PM_{2.5}$ concentrations would be below the applicable thresholds at all receptor locations. The highest values would occur for the residential receptor, but all results would be considerably less than the thresholds. Therefore, project-generated emissions would not expose sensitive receptors to substantial pollutant concentrations or associated health risks. With implementation of **Mitigation Measure AQ-1**, the DPM and $PM_{2.5}$ impact of the project would be **less than significant with mitigation**.

## Cumulative Health Risk Assessment

According to the Air District CEQA Guidelines, risk levels from project-generated sources and existing sources within 1,000 feet of a project site should be combined and compared to the district's cumulative health risk thresholds (Air District 2023).

Existing and project-generated health risks could contribute to a cumulative health risk for sensitive receptors near the project site. Potential existing TAC sources include permitted stationary sources (e.g., generators and gas dispensing facilities), roadways, and other development projects in the surrounding area. As described previously, there are two permitted facilities within 1,000 feet of the project site. The District's inventory of stationary health risks was used to estimate the combined health risks from the existing permitted facilities in combination with the project's contributions. Mobile sources on nearby roadways like Interstate 680 would also generate TAC emissions. Geographic information system (GIS) raster files provided by the district were used to estimate roadway emissions within 1,000 feet of the project site (Air District 2022).

Table 2.3-5 summarizes the health risks for the project's MEIRs, in addition to the contributions from existing stationary and mobile sources within 1,000 feet of the site. The combined health risk values are compared to the District's cumulative thresholds. Additional details on individual background source contributions are provided in Attachment B.

**Table 2.3-5. Cumulative Health Risk Results**

| Pollutant/Receptor Type | Cancer Risk (cases per million) | Non-Cancer Chronic Risk | Annual $PM_{2.5}$ Concentration ($\mu g/m^3$) |
|---|---|---|---|
| **MEIR – Resident** | | | |
| Existing Sources | 12.5 | 0.04 | 0.24 |
| Stationary Sources | 1.6 | <0.01 | <0.01 |
| Roadway Sources | 10.9 | 0.03 | 0.24 |
| Project Sources | 2.4 | <0.01 | 0.01 |
| **Total cumulative (resident)** | **14.9** | **0.04** | **0.25** |
| Threshold | 100 | 10 | 0.8 |
| *Exceeds threshold?* | *No* | *No* | *No* |
| **MEIR – Student** | | | |
| Existing Sources | 7.1 | 0.02 | 0.15 |
| Stationary Sources | 0.3 | <0.01 | <0.01 |
| Roadway Sources | 6.7 | 0.02 | 0.15 |
| Project Sources | 0.1 | <0.01 | <0.01 |
| **Total cumulative (student)** | **7.2** | **0.02** | **0.16** |
| Threshold | 100 | 10 | 0.8 |
| *Exceeds threshold?* | *No* | *No* | *No* |
| **MEIR – Worker** | | | |
| Existing Sources | 16.5 | 0.05 | 0.27 |
| Stationary Sources | 2.6 | 0.01 | <0.01 |
| Roadway Sources | 13.8 | 0.04 | 0.27 |
| Project Sources | < 0.1 | <0.01 | <0.01 |
| **Total cumulative (worker)** | **16.5** | **0.05** | **0.27** |
| Threshold | 100 | 10 | 0.8 |
| *Exceeds threshold?* | *No* | *No* | *No* |

Source: Attachment B.

MEIR = maximally exposed individual receptor; $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of 2.5 or less.

As shown in Table 2.3-5, health risks associated with existing stationary and roadway sources in combination with the project would not exceed the Air District's cumulative thresholds. All results would be below the District's thresholds by a substantial margin. Therefore, the cumulative effect of TACs and $PM_{2.5}$ emitted by the project in combination with TACs and $PM_{2.5}$ from existing sources would not result in cumulatively considerable local health risks or substantial pollutant concentrations at sensitive land uses. The cumulative health impact of the project would be **less than significant**.

## Naturally Occurring Asbestos

For projects that are not in an area that is known to contain naturally occurring asbestos, it can be assumed that those projects would not have the potential to expose people to airborne asbestos particles. The project site is not in an area that is known to contain naturally occurring asbestos (U.S. Geological Survey and California Geological Survey [USGS and CGS] 2011). Demolition of the

existing asphalt surface and building on the project site may expose workers and nearby receptors to asbestos if it was used during construction of the original hardscape and building. However, the project would comply with Air District Regulation 11, Rule 2, Asbestos, Demolition, Renovation, and Manufacturing, which would control emissions of asbestos into the atmosphere during demolition and building renovation. **Mitigation Measure AQ-1** would also reduce dust emissions. Therefore, construction of the project would not expose receptors to substantial public health risks related to asbestos. This impact would be **less than significant**.

*d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Potential odor sources during construction include diesel exhaust, asphalt paving, and architectural coatings and solvents. Construction-related activities would be temporary, and construction activities would not be likely to result in nuisance odors that would violate Air District Regulation 7 (Odorous Substances), described in *Regulatory Setting*. Odors during operation could result from emergency generator testing and maintenance, activities at the project site, and from vehicle exhaust and the reapplication of architectural coatings. These odors would be limited to areas adjacent to the building. Although such brief exhaust- and paint-related odors may be considered adverse, they would not affect a substantial number of people. In addition, emergency generator testing would be minimal, occurring weekly for 30 minutes and up to 2 hours on one day per year. Further, the project does not propose any changes that would include odor-generating facilities. This impact would be **less than significant**.

## 2.3.2 Sources of Information

Bay Area Air District (Air District). 2017. *Final 2017 Clean Air Plan*. Adopted April 19. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf. Accessed: November 19, 2025.

———. 2022. Health Risk Screening and Modeling. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling. Accessed: November 19, 2025.

———. 2023. *California Environmental Quality Act Air Quality Guidelines*. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed: November 19, 2025.

———. 2024. *Stationary Source Screening Map*. Available: https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3. Accessed: November 19, 2025.

California Air Resource Board (CARB). 2023. Maps of State and Federal Attainment Status. Available at: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed: November 19, 2025.

Fehr & Peers. 2025. *New Pacheco Fire Station 9 Project—Transportation Analysis for the Pacheco Fire Station 9 Redevelopment Project*. June.

Office of Environmental Health Hazard Assessment. 2023. *CalEnviroScreen 4.0*. Available: https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/#data_s=id%3AdataSource_25-17c3d89e7e2-layer-1%3A3322. Accessed: November 19, 2025.

U.S. Environmental Protection Agency (EPA). 2024. *Current Nonattainment Counties for All Criteria Pollutants*. November 30. Available at: https://www3.epa.gov/airquality/greenbook/ancl.html#CA. Accessed: November 19, 2025.

U.S. Geological Survey and California Geological Survey (USGS and CGS). 2011. *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*. Map. Available: http://pubs.usgs.gov/of/2011/1188/pdf/Plate.pdf. Accessed: November 19, 2025.

# 2.4 Biological Resources

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal areas) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

## 2.4.1 Discussion

### Setting

The project site is an approximately 1-acre developed lot within an urbanized area surrounded to the north, west, and south by residential properties, and channelized Grayson Creek is adjacent to the east. The existing fire station, including a paved parking lot, occupies the northern third of the project site. The undeveloped portion of the project site is dominated by non-native annual grasses, disturbed and bare ground is present on the northwestern side of the project site, and landscape trees are present along the western and southern edges of the fire station and along the southern border of the project site. The developed urban area surrounding the project site has existing sources of night-time ambient light, such as streetlights, vehicle headlights, and residential lighting.

To characterize special-status biological resources with potential to occur on the project site, a desktop analysis was conducted by ICF to review aerial imagery, existing species information, and database searches using the following sources:

- California Native Plant Society online Inventory of Rare and Endangered Plants of California search of the 9 U.S. Geological Survey quadrangles surrounding the project site (California Native Plant Society 2025).

- California Natural Diversity Database (CNDDB) special-status plants and wildlife search of the 9 U.S. Geological Survey quadrangles surrounding the project site (California Department of Fish and Wildlife 2025).
- U.S. Fish and Wildlife Service (USFWS) species list of endangered and threatened species that may occur in or be affected by the proposed project was obtained through the Information for Planning and Consultation (IPaC) web portal (USFWS 2025).
- Cornell University's eBird species maps of bird observations reported by the public (eBird 2025).

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

## Special-Status Plants

The database searches identified 64 special-status plant species within the 9-quad search area (CNPS 2025; CDFW 2025). None of these species are expected to occur on the project site due to a lack of suitable habitat. Therefore, the project would have **no impact**.

## Special-Status Wildlife

The database searches identified 69 special-status wildlife species that are occurring or potentially occurring in the project vicinity (CDFW 2025; USFWS 2025). Of these, 63 species were eliminated from consideration due to the absence of suitable habitat within the project site, the project's location outside of the species' known range, or the small patch size and presence of urbanization and human activity in areas surrounding the project site that would render potentially suitable habitat unsuitable for some species (Dudek 2025). The 68 species are not discussed further.

A review of occurrence databases indicated that there is moderate potential for white-tailed kite (*Elanus leucurus*), non-special-status migratory or nesting birds, and special-status bats including pallid bat (*Antrozous pallidus*), hoary bat (*Lasiurus cinereus*), and Townsend's big-eared bat (*Corynorhinus townsendii*) to occur on the project site. The trees and building provide suitable habitat for these species and therefore, project construction would result in the temporary loss of suitable habitat. Furthermore, construction activities may result in injury, mortality, or disruption of normal behaviors if the aforementioned species are present during construction. The removal of trees and buildings on the site has the potential to physically injure or kill individuals, cause physiological stress from disturbance, or could increase the risk of predation. In addition, bird eggs and nestlings, and nursing young bats may be subjected to disturbance-related abandonment.

Windows on the constructed building could create glare that increases the risk of bird collisions, and permanent nighttime lighting for security purposes may result in injury, mortality, or disruption of normal behaviors; however, the proposed project is designed to include downcast lighting and bird-friendly design, which would reduce the risk of injury or mortality. During project operations, landscape and building maintenance and presence of humans and vehicles may result in injury, mortality, or disruption of normal behaviors for special-status wildlife. Therefore, project impacts would be potentially significant. The mitigation measures described below are provided to reduce impacts to a less-than-significant level.

### White-Tailed Kite

White-tailed kite is a California Fully Protected species. The project site and adjacent Grayson Creek contains suitable nesting, foraging, and roosting habitat. There are no CNDDB occurrences within 5 miles of the project site (CDFW 2025); however, there are several eBird reports of white-tailed kite within 1 mile of the project site, including one location approximately 730 feet south of the project site along Grayson Creek (eBird 2025).

### Migratory and Nesting Passerine Birds and Raptors

Migratory and nesting passerine birds and raptors are protected by the federal Migratory Bird Treaty Act (MBTA). Disturbing or destroying active nests is a violation of the MBTA. In addition, nests and eggs are protected under California Fish and Game Code Section 3503.

The ruderal land cover on the project site and the adjacent trees may provide suitable habitat for several migratory and nesting bird species, such as Cooper's hawk, (*Astur cooperii*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), and white-crowned sparrow (*Zonotrichia leucophrys*).

Project construction and operations could result in injury, mortality, or disturbance of normal behaviors of migratory and nesting birds and white-tailed kite if present, a potentially significant impact. Implementation of **Mitigation Measure BIO-1**, below, would require pre-construction surveys for nesting passerine birds and raptors, which would also detect any white-tailed kites nesting in the site vicinity, and avoidance measures and construction monitoring would be required if the species is present. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure BIO-1: Avoid and Minimize Impacts on Nesting and Migratory Passerine Birds and Raptors**

If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors (birds of prey) within the project site and the large trees within the adjacent area will be conducted by a qualified biologist no more than five (5) days prior to the commencement of site grading or construction activities. The survey area (area of influence) shall include the project site and those adjacent areas within 250 feet of the project site. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 200 feet for raptors. The distance shall be determined by the competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. If an active nest is located in a tree or shrub designated for removal, the removal shall be deferred until the young are no longer dependent on the nest site, as determined by a qualified biologist. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

**Special-status Bats**

Existing trees and buildings on the project site provide potential roosting habitat for special-status bats, including pallid bat, hoary bat, and Townsend's big-eared bat. Project construction and operations could result in injury, mortality, or disturbance of normal behaviors for special-status bats if present, a potentially significant impact. Implementation of Mitigation Measure BIO-2, below, would require preconstruction surveys; if roosting bats are present, avoidance measures would be implemented. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure BIO-2: Avoid and Minimize Impacts on Roosting Bats**

To avoid take of roosting bats, a preconstruction survey of buildings to be demolished or trees to be trimmed or removed shall be conducted prior to the start of by a qualified wildlife biologist in accordance with *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2019). If special-status roosting bats are found, an avoidance or mitigation plan prepared by a qualified wildlife biologist shall be developed and implemented to avoid take of roosting bats. Avoidance measures may include conducting construction, demolition, tree-trimming or tree-removal outside of hibernation and maternal roosting time periods (April 1 through October 31) and excluding bats from buildings after they have left the roost to forage at night by closing entrances.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No riparian habitat or other sensitive natural communities are present at the project site. While the adjacent Grayson Creek is a riparian zone, the project would have no impact as construction and operations of the project would occur on the project site. Therefore, the project would have **no impact.**

c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal areas) through direct removal. filling, hydrological interruption, or other means?*

No state or federally protected wetlands are present at the project site. Therefore, the project would have **no impact.**

d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of wildlife nursery sites. No rookeries or other nursery sites, water bodies, riparian areas, or wildlife corridors are located on the project site. The project site contains existing developed and disturbed areas, and a small area (less than 1 acre) of vegetation dominated by non-native invasive grasses with few trees. Surrounding land uses include residential neighborhoods to the west and the narrow Grayson Creek corridor with limited riparian vegetation to the east bordered by commercial buildings. While the non-native grassland and trees may provide some habitat for wildlife, the existing highly urbanized surrounding areas likely obstruct most wildlife movement through the area. Urban-adapted wildlife

would move around the Project site unhindered along Grayson Creek. Therefore, the project would have a **less-than-significant impact**.

*e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The project will involve the removal of eight mature redwood trees and 15 smaller trees; however, the tree removal will be exempt from the County's tree protection and preservation ordinance because the parcel is owned by the County (Contra Costa County Municipal Code [CCCMC] 816-6.1002(6)) Therefore, the project would have **no impact.**

*f) Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?*

The project is not located in area of an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan. Therefore, the project would have **no impact.**

## 2.4.2 Sources of Information

California Department of Fish and Wildlife. 2025. *California Natural Diversity Database*. RareFind, Version 5 (commercial subscription). Sacramento, CA: Biogeographic Data Branch. Available: http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Accessed December 3, 2025.

California Native Plant Society. 2025. *Inventory of Rare and Endangered Plants* (online edition, v9.5.1). Rare Plant Program. Sacramento, CA. Available: http://www.rareplants.cnps.org. Accessed: December 3, 2025.

eBird. 2025. *eBird: An Online Database of Bird Distribution and Abundance*. White-tailed Kite. Ithaca, NY: Cornell Lab of Ornithology. Available: http://www.ebird.com. Accessed: December 4, 2025.

Johnston, D. S., K. Briones, and C. Pincetich. 2019. *California Bat Mitigation: A Guide to Developing Feasible and Effective Solutions*. H. T. Harvey & Associates, Los Gatos, CA. Prepared for the California Department of Transportation, Office of Biological Studies, Sacramento, CA. Task Order 7, Agreement 43A0355.

U.S. Fish and Wildlife Service. 2025. Information for Planning and Consultation. Available: http://www.fws.gov/data. Accessed: December 3, 2025.

# 2.5 Cultural Resources

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☒ | ☐ | ☐ |

## 2.5.1 Discussion

HELIX Environmental Planning, Inc. (HELIX), prepared a Cultural and Historic Resources Evaluation for the project in February 2025 (HELIX 2025). The findings of the report are summarized herein, and the report is included as Attachment C of this IS/MND.

A records search at the Northwest Information Center (NWIC) on July 22, 2024, for the project site and a 0.25-mile radius. The records search was done to identify prehistoric and historic-era resources within the search radius, determine which portions of the project site have been previously studied, and ascertain the potential for cultural resources and human remains to occur within the project site. The search included a review of United States Geological Service archaeological site location maps at the NWIC, resource records, and data from previous studies. HELIX also reviewed the California Points of Historical Interest, California Historical Landmarks, National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility, Built-Environment Resources Directory (BERD), historic-era topographic maps and plat maps, and historic-era aerial photographs.

The records search revealed that 18 studies have previously been conducted within a 0.25-mile radius of the project site, and that none of these studies included the project site. The records search also revealed that ten cultural resources, consisting primarily of historic era structures, are located within a 0.25-mile radius of the project site, but that none of these resources lie within the project site itself.

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Because of its age and its proposed demolition, a HELIX senior architectural historian conducted an eligibility evaluation of the existing fire station building and complex to determine eligibility for the NRHP and/or the CRHR. Constructed in 1957, the building and complex are not listed individually in the NRHP or CRHR, nor are they located within any NRHP-listed or CRHR-listed historic districts. Further, the station is not included in the California OHP BERD for Contra Costa County. Based on the results of the evaluation, HELIX concluded that the fire station building and complex do not meet the criteria to be eligible for listing in either the NRHP or CRHR. As such, the fire station building and complex does not qualify as a historical resource for the purposes of CEQA. Thus, the project would

not disturb any known historical resources pursuant to Section 15064.5 Therefore, the project would have **no impact.**

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

As noted above, the records search did not identify any cultural resources for the project site. A pedestrian survey of the project site conducted by HELIX staff did not identify cultural resources. However, if present on site, subsurface cultural resources may be impacted during construction activities. Implementation of **Mitigation Measure TR-CUL-1** described in the Tribal Cultural Resources section would address protocol in accordance with state regulations.

On July 22, 2024, HELIX requested that staff at the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands File (SLF) for the presence of Native American sacred sites or human remains in the vicinity of the project site. A written response received from the NAHC on July 30, 2024, stated that the results of the SLF search were positive. The NAHC also provided a list of 40 Native American points of contact who may possess additional information concerning cultural and or tribal resources within the project site and its vicinity. The Contra Costa County Public Works Department Environmental Services Division conducted outreach with Native American points of contact. Please refer to Section 2.18, Tribal Cultural Resources for further discussion of the consultation and mitigation measures applicable to tribal cultural resources.

*c) Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No human remains or cultural resources were identified from the NWIC and NAHC record search, or other research, Native American consultation, or during the pedestrian-level survey of the project site. In addition, no formal cemeteries are present within or adjacent to the project site. However, construction could discover human remains if present within the project site, a potentially significant impact. Implementation of **Mitigation Measure CUL-1**, below, details the course of action if human remains are discovered. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure CUL-1. Procedures for Discovery of Human Remains**

- In the event of the accidental discovery or recognition of any human remains, all work within 100 feet of the remains or any nearby area reasonably suspected to overlie adjacent human remains should be redirected and the County Coroner notified immediately. There shall be no further excavation or disturbance within 100 feet of the remains until the Contra Costa County Coroner determines whether the remains are Native American and if an investigation of the cause of death is required. At the same time, an archaeologist shall be contacted to assess the situation.
- If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated funerary objects.
- Once NAHC identifies the MLD, the tribe shall make every effort to recommend keeping ancestral remains and funerary objects in situ and protected. If removal of burials is necessary, tribal representatives shall work with the qualified archaeologist to ensure that excavation and documentation are treated carefully, ethically, and respectfully. No photography or testing shall

be conducted on Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The archaeologist shall recover information, AS appropriate and in accordance with the recommendations of the MLD and/or tribal representative. The archaeologist shall prepare a report of all activities, including the recommendations for the treatment of the human remains and any associated funerary objects as provided by the MLD. The report shall be submitted to the County, the Northwest Information Center, and the tribe.

- Tribal representatives shall rebury the Native American human remains and associated funerary objects with appropriate dignity either: 1) In accordance with the recommendations of the MLD if available; or 2) In the project vicinity at a location mitigated between the tribal representative and the County, where the reburial would be accessible to tribal members, protected in perpetuity, and would not be subject to further subsurface disturbance. The discovery is to be documented on DPR 523 forms and otherwise kept confidential and secure to prevent any further disturbance.

## 2.5.2 Sources of Information

HELIX Environmental Planning, Inc. 2025. *Fire Station 9 Project No. WH728A, Cultural and Historic Resources Evaluation*. February 2025.

# 2.6 Energy

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Result in potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

## 2.6.1 Discussion

*a) Would the project result in potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?*

The project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Although energy would be used during both construction and operation of the proposed project, the project would be designed to minimize its impact through compliance with regulatory standards.

The incorporation of the recommended Air District BMPs to reduce GHGs also reduces energy consumption during construction. These BMPs as shown in Table 6-1 of the 2022 CEQA Guidelines include a combination of using zero emission or hybrid equipment as well as equipment that meets the Tier 4 compliant engines, and minimize idling times, among other recommendations (see Section 2.8 Greenhouse Gas Emissions). These recommendations would be incorporated as feasible and applicable.

The project would be constructed pursuant to Part 6 of the California Energy Code, which ensures a baseline level of energy efficiency and design. To further reduce energy consumption, the project would incorporate renewable energy sources and infrastructure, including a solar photovoltaic system to generate electricity on-site and Electric Vehicle Supply Equipment (EVSE). EVSE includes the infrastructure necessary to charging electric vehicles such as charging stations, connectors, cables, and control systems. Furthermore, the project would be expected to achieve, at a minimum, LEED Silver certification by incorporating energy efficient designs. Therefore, the project would have a **less-than-significant impact**.

*b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The County has adopted the 2024 Climate Action and Adaptation Plan (CAAP), which includes goals for expanding renewable energy use and increasing energy efficiency in buildings and infrastructure (Contra Costa County 2024). The project's design and operational features, such as solar energy, drought-resistant landscaping, and using LEED building design standards would be consistent with the objectives.

At the state level, the project would support the framework laid out in CARB's 2022 scoping plan update, which emphasizes decarbonizing the electricity sector through efficient energy use and replacing fossil-fueled generation with renewable and zero-carbon resources. The project also

support the goals of Senate Bill (SB) 100, which requires renewable and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all retail electricity sales by 2040 (CARB 2022). As mentioned above, the project is designed to meet LEED Silver certification. Given the project's incorporation of renewable energy infrastructure and compliance with state and County climate planning efforts, the project would have a **less-than-significant impact**.

## 2.6.2 Sources of Information

California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. November. Available: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf.

Contra Costa County. 2024. *Contra Costa County 2024 Climate Action and Adaptation Plan*. Adopted November 5, 2024. Available: https://www.contracosta.ca.gov/DocumentCenter/View/84967/Contra-Costa-County-2024-Climate-Action-and-Adaptation-Plan-PDF?bidId=.

# 2.7 Geology/Soils

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☐ | ☒ |
| iii) Seismically related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | ☐ | ☒ | ☐ | ☐ |

## 2.7.1 Discussion

The discussion below is based on the geotechnical investigation prepared for the project by Geocon (2024), attached to this IS/MND as Attachment D. The geotechnical investigation report contains several recommendations that are designed to meet the criteria set forth in the California Building Code (CBC), which is adopted into the Contra Costa County Code as Chapter 74-2.002. Accordingly, these recommendations are required by the CBC and are incorporated as project design features that would be included as conditions of approval. Please refer to Attachment D for the recommendations.

*a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

*i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The Alquist-Priolo Earthquake Fault Zone Act of 1972 regulates development near active faults for the purpose of preventing surface fault rupture hazards at structures for human occupancy. The project site is not mapped within an Alquist-Priolo Fault Zone or within a currently

designated California Earthquake Fault Zone. According to the geotechnical report prepared by Geocon, no known faults have been mapped on the site (Geocon 2024). Because no active faults cross the project site, the project would not exacerbate known risks of fault rupture or exacerbate an existing fault rupture risk. Therefore, the project would have **no impact**.

*ii) Strong seismic ground shaking?*

The project site is in a seismically active region. Small earthquakes occur every year in the San Francisco Bay Area. However, large earthquakes have been recorded and can be expected to occur in the future (Geocon 2024). The project would not involve any activity, such as groundwater injection, that would exacerbate seismicity. Therefore, the project would have **no impact.**

*iii) Seismically related ground failure, including liquefaction?*

According to Geocon, the site is in an area of mapped liquefaction and in particular, the eastern portion of the site is highly susceptible to liquefaction, Geocon performed subsurface investigations and in general, the results indicated that the liquefiable layers are more than 15 feet below existing grade at the site. Consequences of liquefaction can include ground surface settlement, ground loss (sand boils) and lateral slope displacements (lateral spreading).

Based on the presence of the non-liquefiable layer that mantles the site and the depth to significant liquefiable layers, the potential for ground loss due to sand boils or fissures in a seismic event is considered low and the greatest risk of potential liquefaction at the site is settlement. Analysis indicates that total ground surface settlements up to approximately 1 inch may result from liquefaction after a seismic event. The recommendations included in the geotechnical investigation report adhere to the CBC and are incorporated into the project design. Therefore, the project would have a **less-than-significant impact**.

*iv) Landslides?*

There are no known landslides near the site, nor is the site in the path of any known or potential landslides. The geotechnical investigation indicates that there is no potential for a landslide to be a hazard to this project. Therefore, the project would have **no impact.**

*b) Result in substantial soil erosion or the loss of topsoil?*

The modified grades associated with the completed project would result in negligible changes in topography. Construction of the project would temporarily increase the exposure of soil to stormwater runoff and wind erosion because of grading and excavation. However, standard erosion control BMPs would be implemented during construction to minimize potential impacts. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared consistent with the Statewide Construction General Permit (Order No. 2022-0057-DWQ). See Section 3.10, Hydrology/Water Quality, for more details about the SWPPP. Therefore, the project would have a **less-than-significant impact**.

*c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

As noted above, the project site is subject to liquefaction and subsequently the secondary impacts that result from liquefaction. The project has incorporated the recommendations of the geotechnical investigation report as required. Therefore, the project would have a **less-than-significant impact**.

*d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

As described in detail in the geotechnical investigation report, the alluvial soils encountered at the project site are considered "expansive" as defined by the 2022 CBC (Geocon 2025). The clayey portions of the alluvium at the site possesses moderate to high expansion potential based on the results of laboratory testing. The project has incorporated the recommendations of the geotechnical investigation report as required. Therefore, the project would have a **less-than-significant impact**.

*e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project does not include septic tank or alternative wastewater disposal system would not be required. Therefore, the project would have **no impact**.

*f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

The project site is nearly level, and the surface is partially covered with the existing fire station building, as well as concrete and asphalt pavement, and artificial fill from previous site development (Geocon 2025). Based on geologic mapping by the California Geological Survey (CGS), the site is underlain by late Pleistocene age alluvial deposits; Holocene age deposits are mapped within the Grayson Creek channel to the east of the site (Geocon 2024; CGS 1991). Areas of artificial fill from past episodes of site development are also present.

Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. Pleistocene age alluvial deposits have the potential to contain paleontological resources; the nearby Holocene deposits are too young and therefore unlikely to yield fossil resources.

No unique geologic features are present on or near the project site and no known paleontological resources are located within the project site. However, excavation on the project site could inadvertently expose previously unknown paleontological resources. Therefore, the project would result in a potentially significant impact. Implementation of **Mitigation Measure GEO-1**, below, would reduce this impact to a less-than-significant level. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure GEO-1. Procedures for Discovery of Paleontological Resources**

The contractor(s) shall be notified of the possibility of encountering paleontological materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform contractors of requirements during construction.

Implement the following measures if potential unanticipated paleontological resources are discovered during project construction.

1) The contractor(s) will be educated on the types of materials that may be encountered.

2) If an inadvertent discovery is made, the contractor(s) will cease all ground-disturbing activities within the area of discovery.

3) The contractor(s) will immediately notify the County who will then request a qualified paleontologist to evaluate the finding(s).

4) If the finding(s) is determined to be potentially significant, the paleontologist will develop a research design and treatment plan outlining management of the resource, analysis, and reporting of the find. Such plan may include data recovery and analysis, preparation of a final report, and the formal transmission or delivery of any fossil material recovered to a paleontological repository, such as the University of California Museum of Paleontology. If project activities cannot avoid the resources, the adverse effects will be mitigated in accordance with CEQA Guidelines Section 15126.4(b)(3). Upon completion of project activities, the final report will document methods and findings of the mitigation and be submitted to Contra Costa County and a suitable paleontological repository.

## 2.7.2 Sources of Information

California Geological Survey. 1991. *Geologic Map of the San Francisco-San Jose Quadrangle, California, 1:250,000*. Available: https://www.conservation.ca.gov/cgs/Documents/Publications/Regional-Geologic-Maps/RGM_005A/RGM_005A_SanFrancisco-SanJose_1991_Sheet1of5.pdf.

Geocon Consultants, Inc. 2024. *Geotechnical Investigation for Fire Station No. 9 Replacement*. June 2024.

# 2.8 Greenhouse Gas Emissions

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Generate greenhouse gas emissions. either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

## 2.8.1 Discussion

### Setting

Human activities that generate GHGs increase the amount of infrared radiation absorbed by the atmosphere, thereby enhancing the greenhouse effect and amplifying the warming of Earth. Increases in fossil fuel combustion and deforestation have exponentially increased concentrations of GHGs in the atmosphere since the Industrial Revolution (Intergovernmental Panel on Climate Change [IPCC] 2007). Rising atmospheric concentrations of GHGs, in excess of natural levels, have resulted in increasing global surface temperatures—a process commonly referred to as *global warming*. Higher global surface temperatures have, in turn, resulted in changes to Earth's climate system, including increases in ocean temperature and acidity, reduced sea ice, variable precipitation, and increases in the frequency and intensity of extreme weather events (IPCC 2018). Large-scale changes to Earth's system are collectively referred to as *climate change.*

The principle anthropogenic (human-made) GHGs are carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), and fluorinated compounds, including sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons. The primary GHGs emitted by project-related construction and operations would include $CO_2$, $CH_4$, and $N_2O$. The principal characteristics of these pollutants are discussed below.

- **Carbon dioxide** enters the atmosphere through the combustion of fossil fuel (i.e., oil, natural gas, coal), solid waste decomposition, plant and animal respiration, and chemical reactions (e.g., from manufacturing cement). $CO_2$ is also removed from the atmosphere, or *sequestered*, when it is absorbed by plants as part of the biological carbon cycle.
- **Methane** is emitted during the production and transport of coal, natural gas, and oil. $CH_4$ emissions also result from livestock and agricultural practices as well as the anaerobic decay of organic waste in municipal solid waste landfills.
- **Nitrous oxide** is emitted by agricultural and industrial activities as well as the combustion of fossil fuels and solid waste.

### Regulatory Setting

California has adopted statewide legislation to address various aspects of climate change and implement GHG emissions mitigation. Much of this legislation establishes a broad framework for the state's long-term GHG reduction and climate change adaptation program. Of particular importance are SB 32 and AB 1279, which outline the State's GHG reduction goals (i.e., achieving a

40 percent reduction in GHG emissions by 2030 [relative to 1990 emissions levels] and net-zero GHG emissions no later than 2045 (i.e., reach a balance between GHGs emitted and removed from the atmosphere). AB 1279 also mandates an 85 percent reduction in statewide GHG emissions (from 1990 levels) by 2045. The 2017 climate change scoping plan and the 2022 scoping plan update provide frameworks for achieving the 2030 and 2045 reduction targets, respectively, by leveraging and enhancing many of the efforts and programs already adopted by the state (CARB 2017 and 2022).

Recent actions by President Donald Trump have significantly altered the federal climate policy landscape. On January 20, 2025, President Trump signed executive order Executive Order 14154, which includes pausing the disbursement of funds appropriated through the Inflation Reduction Act (2022) and targeting incentives for EVs and other clean energy technologies. Although some of former President Biden's policies remain, these new executive orders represent a shift away from the previous administration's focus on reducing GHG emissions and increasing climate resiliency.

The following sections describe regional and local regulations relevant to the project.

### Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the metropolitan planning organization for the nine counties that make up the Bay Area and SFBAAB, including Contra Costa County. In October 2021, MTC and the Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050, the latest regional transportation plan/sustainable communities strategy (RTP/SCS) for the SFBAAB. Plan Bay Area 2050 incorporates emission reduction targets that were updated by CARB in 2018 pursuant to SB 375 and carries forward many of the development and funding strategies of earlier plans (MTC/ABAG 2021a).

### Air District

The Air District is the primary agency responsible for managing air quality in the Bay Area, including Contra Costa County. It provides recommended methods for analyzing project-related GHGs in CEQA reviews. In April 2023, the Air District published the most recent version of its CEQA Air Quality Guidelines (Air District Guidelines), which offer direction for evaluating plan- and project-level air quality and climate impacts. These guidelines also outline best practices for centering environmental justice, health, and equity thresholds when evaluating a project's impact on air quality (Air District 2023). Appendix B of the guidelines, *CEQA Thresholds for Evaluating the Significance of Climate Impacts*, provides substantial evidence in support of the Air District's updated GHG thresholds and recommendations for assessing project-level climate impacts. This analysis was prepared in accordance with the guidance and recommendations outlined in the Air District Guidelines.

#### *Construction GHG Emissions*

The Air District Guidelines do not identify a GHG emissions threshold for construction-related emissions (Air District 2023). Nevertheless, the Air District Guidelines recommend the quantification and disclosure of construction-related GHG emissions. Even though the significance of construction GHG emissions has not been determined, the Air District Guidelines provide BMPs that projects should incorporate to reduce construction-related GHG emissions (Air District 2023).

***Operational GHG Emissions***

According to the Air District Guidelines, the Air District recommends focusing the evaluation of land use projects on contributions to the state's efforts to meet long-term climate goals. If a project would contribute its "fair share"[3] of what would be required to achieve long-term climate goals, then a reviewing agency can find that the impact would not be significant because the project would help to solve the problem of global climate change (Air District 2023). Applying this approach, the Air District has found that a new land use development project being built today would need to incorporate the design elements provided in Table 2.8-1 to do its fair share toward meeting the SB 32 2030 target and the goal of carbon neutrality by 2045.

**Table 2.8-1. Air District Greenhouse Gas Thresholds for Land Use Projects**

| **Thresholds for Land Use Projects (Must Include A or B)** |
|---|
| A. Projects must include, at a minimum, the following project design elements:<br>1. Buildings<br>a. The project would not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).<br>b. The project would not result in any wasteful, inefficient, or unnecessary electrical usage, as determined by the analysis required under Section 21100(b)(3) of the CEQA statute and Section 15126.2(b) of the State CEQA Guidelines.<br>2. Transportation<br>a. Achieve compliance with EV requirements in the most recently adopted version of CALGreen Tier 2.<br>b. Achieve a reduction in project-generated vehicle miles traveled (VMT) to a level below the regional average, consistent with the current version of the California Climate Change Scoping Plan (currently, 15 percent), or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:<br>i. Residential projects: 15 percent below existing VMT per capita<br>ii. Office projects: 15 percent below existing VMT per employee<br>iii. Retail projects: no net increase in existing VMT |
| B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). |

Source: Air District 2023.

If a project is designed and built to incorporate the design elements listed in Table 2.8-1 (Threshold Option A) or consistent with a local GHG reduction strategy under Section 15183.5(b) of the State CEQA Guidelines (Threshold Option B), then it would contribute its portion of what is necessary to achieve California's long-term climate goals—its fair share—and would not make a cumulatively considerable contribution to global climate change. If the project does not incorporate these design elements or is not consistent with a local GHG reduction strategy, then it should be found to have a

[3] The Air District defines "fair share" as the design elements that need to be incorporated into a project to lay the foundation for achieving carbon neutrality by 2045. These design elements are elements that the project has influence or control over. For example, becoming carbon neutral by 2045 will require California's electrical power generators to shift to 100 percent carbon-free energy resources, which is not something that can be controlled through the design of new land use projects and would not be a part of a project's fair share. Other sources that would not be part of the "fair share" are the vehicle fleet mix or indirect off-site emissions (e.g., methane emissions from wastewater or solid waste).

significant climate impact because it would hinder the state's efforts to address climate change. This analysis evaluates the project's consistency with the Air District's land use GHG thresholds (Threshold Option B) to determine the significance of the project's GHG emissions.

### Contra Costa County

#### *Contra Costa County 2045 General Plan*

The Contra Costa County 2045 General Plan includes the following goals and policies associated with greenhouse gases that are relevant to the project (Contra Costa County 2024b).

> **Policy HS-P3.2:** Facilitate carbon-neutral development projects and communities that support a circular economy, zero-emission modes of transportation, reliable and renewable energy resources, energy-efficient buildings, zero waste, water efficiency and conservation, green infrastructure, soil conservation, and a system of natural and working lands that support natural carbon sequestration and climate resilience.
>
> **Policy HS-P3.3:** Require new development projects using the Contra Costa County Climate Action and Adaptation Plan to streamline their environmental review of GHG emissions, as permitted by CEQA Guidelines Section 15183.5, to demonstrate consistency with the Climate Action and Adaptation Plan and incorporate applicable GHG reduction and climate change adaptation measures.
>
> **Policy COS-P14.3:** Encourage installation of battery storage systems in new and existing buildings, especially buildings with solar energy systems and buildings that provide essential community services.

#### *Contra Costa County Climate Action and Adaptation Plan*

In 2024, the County adopted an update to previous climate action planning efforts, the Climate Action and Adaptation Plan 2024 Update (CAAP). The CAAP outlines strategies to reduce greenhouse gas emissions and adapt to climate impacts. It includes measures to improve energy efficiency, develop renewable energy, reduce VMT, and expand green infrastructure. The CAAP sets targets to reduce emissions 40 percent below 1990 levels by 2030 and 85 percent below 1990 levels by 2045, and it calls for the County to be on a pathway to support statewide carbon neutrality by 2045 (Contra Costa County 2024a).

*a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction

As noted in the Air Quality section, construction of the project would result in direct GHG emissions generated by vehicle trips (i.e., construction worker trips and haul truck trips) and operation of construction equipment. Project construction would result in GHG emissions that would generate approximately 231 metric tons (MT) of carbon dioxide equivalent ($CO_2e$) over the course of the approximately 17-month project construction period. Because construction emissions would cease once construction is complete, they are considered short term. The Air District CEQA Guidelines do not identify a GHG emission threshold for construction-related emissions. Instead, the Air District recommends that GHG emissions from construction be quantified and disclosed. The Air District further recommends incorporation of BMPs to reduce GHG emissions during construction, as feasible and applicable. BMPs recommended by the Air District, as shown in Table 6-1 of the 2022

CEQA Guidelines, to reduce GHG emissions during construction are provided below (Air District 2023).

- Use zero-emission and hybrid-powered equipment to the greatest extent possible, particularly if emissions are occurring near sensitive receptors or located within a Air District-designated Community Air Risk Evaluation (CARE) area or Assembly Bill 617 community.
- Require all diesel-fueled off-road construction equipment be equipped with EPA Tier 4 Final compliant engines or better as a condition of contract.
- Require all on-road heavy-duty trucks to be zero emissions or meet the most stringent emissions standard, such as model year (MY) 2024 to 2026, as a condition of contract.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (A 5-minute limit is required by the state airborne toxics control measure [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site and develop an enforceable mechanism to monitor idling time to ensure compliance with this measure.
- Prohibit off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Use California Air Resources Board–approved renewable diesel fuel in off-road construction equipment and on-road trucks.
- Use U.S. Environmental Protection Agency SmartWay certified trucks for deliveries and equipment transport.
- Require all construction equipment is maintained and properly tuned in accordance with manufacturer's specifications. Equipment should be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Where grid power is available, prohibit portable diesel engines and provide electrical hook ups for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible. Where grid power is not available, use alternative fuels, such as propane or solar electrical power, for generators at construction sites.
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking to construction workers and offer meal options onsite or shuttles to nearby meal destinations for construction employees.
- Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Minimize energy used during site preparation by deconstructing existing structures to the greatest extent feasible.
- Recycle or salvage nonhazardous construction and demolition debris, with a goal of recycling at least 15% more by weight than the diversion requirement in Title 24.
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program.
- Use low-carbon concrete, minimize the amount of concrete used and produce concrete on-site if it is more efficient and lower emitting than transporting ready-mix.

- Develop a plan to efficiently use water for adequate dust control since substantial amounts of energy can be consumed during the pumping of water.
- Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground-disturbing and construction activities.

These measures would reduce GHG emissions during construction. Regardless, the Air District has not identified a GHG emissions threshold for construction activities, and the impact would be **less than significant**.

## Operations

Project operations would result in GHG emissions from area, energy, mobile, stationary, solid waste, water, and wastewater sources. Table 2.8-2 summarizes the estimated operational GHG emissions from the existing fire station, the proposed project, and the net difference in emissions between the two.

**Table 2.8-2. Existing Conditions (2025), Project Conditions (2028), and Net GHG Emissions during Project Operation (metric tons per year)**

| Emission Source | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|
| **Existing Fire Station 9 (Existing Conditions, 2025)** | | | | |
| Area | < 1 | < 1 | < 1 | < 1 |
| Energy | 9 | < 1 | < 1 | 9 |
| Mobile | 65 | < 1 | < 1 | 68 |
| Stationary [a] | - | - | - | - |
| Solid Waste Generation | <1 | < 1 | < 1 | 1 |
| Water and Wastewater Use | <1 | < 1 | < 1 | 1 |
| *Total Existing* | *74* | *< 1* | *< 1* | *78* |
| **New Fire Station 9 (Project Conditions, 2028)** | | | | |
| Area | < 1 | < 1 | < 1 | < 1 |
| Energy | 51 | < 1 | < 1 | 52 |
| Mobile | 147 | < 1 | < 1 | 155 |
| Stationary | 14 | < 1 | < 1 | 14 |
| Solid Waste Generation | 1 | < 1 | < 1 | 4 |
| Water and Wastewater Use | 3 | < 1 | < 1 | 6 |
| *Total Project* | *216* | *< 1* | *< 1* | *231* |
| **Net Emissions** | **142** | **< 1** | **< 1** | **153** |

Source: See Attachment B.

[a] The existing analysis conservatively assumed there was no existing emergency generator.

$CH_4$ = methane; $CO_2$ = carbon dioxide; $CO_2e$ = carbon dioxide equivalent; $N_2O$ = nitrous oxide.

As shown in Table 2.8-2, the project would generate approximately 153 MT $CO_2e$ of net emissions during its first year of full buildout. While these emission estimates are not directly used to determine significance under CEQA, they are included here to provide a fully comprehensive assessment.

Under the Air District's Land Use Threshold Option B, projects must demonstrate consistency with a local GHG reduction strategy. To address this requirement, the following discussion evaluates the project's alignment with the County's CAAP. Table 2.8-3 evaluates the project's consistency with the CAAP 2024 Climate Action Strategies to determine if the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

**Table 2.8-3. Project Consistency with Contra Costa County's CAAP 2024 Climate Action Strategies**

| Climate Action Strategy | Project Consistency |
|---|---|
| BE-1: Require and incentivize new buildings and additions built in unincorporated Contra Costa County to be low-carbon or carbon neutral. | Consistent. The project would be built to LEED Silver Standard. Although the design includes natural gas stoves, they are part of the proposed employee facilities. Additionally, the County replaced its all-electric ordinance in October 2024 by adopting Ordinance No. 2024-17, which amended the 2022 California Energy Code to require increased energy efficiency standards for newly constructed residential, hotel, office, and retail buildings. The more stringent energy efficiency standards support low levels of GHG emissions for new constructions and are expected to contribute to the reduction of Contra Costa County's future GHG emissions. |
| BE-2: Retrofit existing buildings and facilities in the unincorporated county, and County infrastructure, to reduce energy use and convert to low-carbon or carbon-free fuels. | Not applicable. The project is demolishing an existing building and constructing a new one. |
| BE-3: Increase the amount of electricity used and generated from renewable sources in the county. | Consistent. The project will include solar panels, be consistent with Title 24 standards, and be built to LEED Silver standard. |
| NW-1: Increase composting of organic waste. | Consistent. The project will include green waste bins and will participate in composting program managed by Republic Services, the solid waste service provider to the site. |
| NW-2: Reduce waste from County operations. | Consistent. Shipping and receiving occurs out of a centralized Fire District location in Concord. The substantial waste associated with shipping and receiving is recycled from the central warehouse and would not occur as part of this project. The project will be served by Republic Services, which implements three-stream recycling (trash, recycling, and organic waste). Bay-friendly landscaping will be incorporated within bioretention features with drought-resistant plants reducing waste/pollution. |
| NW-3: Increase community-wide recycling and waste minimization programs. | Not applicable. This measure involves expanding waste minimization programs, which are not within the operational control of the Fire District. |
| NW-4: Reduce emissions from landfill gas. | Not applicable. This measure applies to the operations of County-owned landfills, which is not within the operational control of the fire district. |
| DR-1: Reduce indoor and outdoor water use. | Consistent. The project will be built to LEED Silver standard, which requires water-efficient devices and technology and drought-tolerant landscaping. |

| Climate Action Strategy | Project Consistency |
|---|---|
| DR-2: Ensure sustainable and diverse water supplies. | Not applicable. This measure involves decision-making with respect to water supplies, which is not within the operational control of the Fire District. |
| TR-1: Improve the viability of walking, biking, zero-emission commuting, and using public transit for travel within, to, and from the county. | Consistent. The project would install bike racks, thereby supporting active transportation and enhancing the viability of biking as a commuting option for staff. The project is also less than 600 feet from bus stops located at the intersection of Pacheco Boulevard and Center Avenue. |
| TR-2: Increase the use of zero-emission vehicles. Transition to a zero-emission County fleet by 2035 and a community fleet that is at least 50 percent zero-emission by 2030. | Not applicable. Zero-emission fire suppression vehicles are not widely commercially available at this time. These types of vehicles are exempt from zero-emission regulations, because they are used for emergency purposes and thus have higher reliability requirements. This measure indicates that over 70 percent of heavy-duty vehicles will be zero-emissions by 2045. The percentage of heavy-duty vehicles that will not be zero-emissions by 2045 are those that are exempt and/or that have feasibility challenges, such as fire engines. |
| NI-1: Protect against and adapt to changes in sea levels and other shoreline flooding conditions. | Not applicable. The project is not near the shoreline and is thus less vulnerable to sea level rise. |
| NI-2: Protect against and adapt to increases in the frequency and intensity of wildfire events. | Consistent. The project is a fire station; therefore, it directly supports wildfire preparedness and emergency response capacity. |
| NI-3: Establish and maintain community resilience hubs. | Not applicable. The project's purpose is to provide emergency fire services rather than a community resilience hub. However, the facility may serve a critical role in emergency response and coordination during disasters, which can contribute to broader community resilience. |
| NI-4: Sequester carbon on natural and working lands in Contra Costa County. | Not applicable. The project does not involve natural or working lands, because it is replacing an existing fire station at the same site. |
| NI-5: Minimize heat island effects through the use of cool roofs, green infrastructure, tree canopy, cool paint and pavement, and other emerging strategies. | Consistent. The landscaping will include drought-tolerant green infrastructure which would include bioretention features that will filter and retain runoff to support flood management and groundwater recharge. Trees will also be installed. |
| NI-6: Protect communities against additional hazards created or exacerbated by climate change. | Consistent. The project is a fire station, and thus its purpose is to protect against hazards, some of which will be exacerbated by climate change. The project also includes an emergency generator, which enhances the facility's operational resilience during power outages and extreme weather events. The backup power capability supports continuous emergency response services, helping protect the community from climate-related hazards such as wildfires, heat waves, and severe storms. |
| CE-1: Provide access to affordable, clean, safe, and healthy housing and jobs. | Consistent. While the project does not provide housing, it contributes to a safe and healthy living environment by enhancing emergency response services. In addition, the fire station creates local employment opportunities for public safety personnel and support staff. |

| Climate Action Strategy | Project Consistency |
|---|---|
| CE-2: Invest in solutions to support climate equity. | Consistent. The fire station supports climate equity by ensuring emergency services are accessible to all community members, including vulnerable populations who may be disproportionately affected by climate-related hazards. |
| CE-3: Increase access to parks and open space. | Not applicable. The intention of this measure is for the County to take action to increase access to parks and open space, which is not within the operational control of the fire district. |
| CE-4: Ensure residents have equitable, year-round access to affordable, local fresh food. | Not applicable. The intention of this measure is for the County to take action to ensure residents have access to food, which is not within the operational control of the fire district. |
| CE-5: Ensure that large industrial facilities act as good neighbors. | Not applicable. The project is not a large industrial facility. |
| L-1: Establish Contra Costa County as a leader among local governments for addressing climate issues. | Not applicable. The measure focuses on County-wide leadership and policy initiatives, which is not within the operational control of the fire district. However, the fire station may indirectly support climate leadership by enhancing emergency response capacity and incorporating resilient infrastructure. |
| L-2: Continue to recognize the climate crisis as an emergency for Contra Costa County and make addressing climate change a top County priority. | Not applicable. This measure pertains to County-level policy and prioritization, which is not within the operational control of the Fire District. Nonetheless, the fire station contributes to climate emergency preparedness by improving local response capabilities to climate-related hazards such as wildfires and extreme weather. |
| IS-1: Monitor and report progress toward achieving Climate Action and Adaptation Plan goals on an annual basis. | Not applicable. This measure pertains to County-level monitoring and reporting, which is not within the operational control of the Fire District. |
| IS-2: Continue collaborative partnerships with public agencies, private partners, and community groups that support Climate Action and Adaptation Plan implementation, with an emphasis on residents and community-based organizations from Impacted Communities. | Not applicable. The project does not involve formal partnerships for Climate Action Plan implementation, because that is not within the operational control of the Fire District. However, as a public safety facility, it may engage with other agencies during emergency response operations. |
| IS-3: Secure necessary funding to implement the Climate Action and Adaptation Plan. | Not applicable. This measure involves securing funding for Climate Action Plan implementation, which is not within the operational control of the Fire District. |
| IS-4: Continue to update the baseline emissions inventory and Climate Action and Adaptation Plan every five years. | Not applicable. This measure involves updating the emissions inventory in the Climate Action and Adaptation Plan, which is not within the operational control of the Fire District. |
| IS-5: Maintain and update the Climate Action and Adaptation Plan to allow for greater resilience. | Not applicable. This measure involves maintaining and updating the Climate Action Plan, which is not within the operational control of the Fire District. However, the fire station contributes to community resilience through enhanced emergency response capabilities. |

Source: Contra Costa County 2024.

As discussed in Table 2.8-3, the project would be consistent with all applicable Contra Costa County CAAP 2024 Climate Action Strategies. Thus, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, the project would have a **less-than-significant impact**.

*b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?*

## California Senate Bill 375/Plan Bay Area 2050

The project aligns with the type and scale of development envisioned in the Contra Costa County 2045 General Plan, which supports growth and development assumptions for Plan Bay Area 2050, which is the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area (MTC/ABAG 2021b). It advances the Plan's overarching vision of creating a safe, healthy, and resilient region by maintaining and upgrading infrastructure to support communities' and enhancing resilience to hazards such as wildfires and earthquakes. Redeveloping the fire station strengthens emergency response capacity—critical for wildfire preparedness and disaster recovery—while ensuring essential public services remain accessible. Furthermore, by redeveloping the station within the established urban growth boundary, the project directly supports Strategy EN4 (Maintain Urban Growth Boundaries), reinforcing the Plan's commitment to sustainable and equitable growth.

The project would also be located less than 600 feet from bus stops located at the intersection of Pacheco Boulevard and Center Avenue. Thus, the project would be consistent with Plan Bay Area 2050 goals that encourage the use of transit as an alternate method of transportation. Further, the project would also install bike racks, thereby supporting active transportation and enhancing the viability of biking as a commuting option for staff, which aligns with Plan Bay Area 2050's strategies to reduce reliance on single-occupancy vehicles and promote low-carbon travel modes. Finally, as described in Section 2.17, Transportation, the project would have a less-than-significant impact with respect to VMT.

Because the project would support Plan Bay Area 2050 goals of reducing VMT and GHG emissions from passenger cars and light-duty trucks and its proposed land use fits within the envelope of the uses assumed in the plan, the project would not conflict with implementation of Plan Bay Area 2050. Therefore, the project would have a **less-than-significant impact**.

## CARB 2022 Scoping Plan

The proposed project is consistent with CARB's 2022 Scoping Plan because it incorporates modern building standards that improve energy efficiency, supports electrification of building systems, and reduces reliance on fossil fuels. By demolishing the outdated facility and constructing a new, energy-efficient building, the project helps advance building decarbonization goals identified in the Scoping Plan. Further, the Scoping Plan emphasizes reducing GHG emissions from buildings and public facilities through electrification and improved energy performance. The new fire station will be designed to meet current Title 24 energy efficiency standards, including solar panels, and be built to LEED Silver Standard. These features reduce operational emissions and align with CARB's strategy to transition public infrastructure toward carbon neutrality. In addition, by improving resiliency and supporting emergency response capabilities, the project contributes to climate adaptation goals while minimizing emissions compared to maintaining a less efficient existing structure. Although the project would include natural gas stoves for essential fire personnel operations, this does not

substantially conflict with the overall goal of reducing emissions. Therefore, the project would not conflict with the scoping plan. Therefore, the project would have a **less-than-significant impact**.

### Contra Costa County Climate Action and Adaptation Plan

As discussed above in Table 2.8-3, the project would be consistent with all applicable 2024 Climate Action Strategies, indicating the project would not conflict with the Contra Costa County CAAP, and the impact with respect to applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the project would have a **less-than-significant impact**.

## 2.8.2 Sources of Information

Bay Area Air District. 2023. *California Environmental Quality Act Air Quality Guidelines*. April. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed: November 20, 2025.

California Air Resources Board. 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. November. Available: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed: November 20, 2025.

———. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. November. Available: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed: November 20, 2025.

Contra Costa County. 2024a. *Climate Action and Adaptation Plan*. Available: https://www.contracosta.ca.gov/8683/Climate-Action-and-Adaptation-Plan-2024-. Accessed: November 20, 2025.

———. 2024b. *Contra Costa County 2045 General Plan*. Available: https://envisioncontracosta2040.org/. Accessed: November 20, 2025.

Intergovernmental Panel on Climate Change. 2007. *Climate Change 2007: The Physical Science Basis.* Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change. Available: https://www.ipcc.ch/site/assets/ uploads/2018/05/ar4_wg1_full_report-1.pdf. Accessed: November 20, 2025.

———. 2018. *Global Warming of 1.5°C. Contribution of Working Group I, II, and III (Summary for Policy Makers)*. Available: https://www.ipcc.ch/site/assets/uploads/sites/2/2022/06/SPM_version_report_LR.pdf. Accessed: November 20, 2025.

Metropolitan Transportation Commission/Association of Bay Area Governments. 2021a. *Plan Bay Area 2050*. Adopted: October 21. Available: https://www.planbayarea.org/ sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf. Accessed: November 20, 2025.

———. 2021b. *Plan Bay Area 2050 Growth Geographies*. Available: https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/explore?location=37.946660%2C-121.698464%2C16.50. Accessed: November 20, 2025.

# 2.9 Hazards and Hazardous Materials

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☒ | ☐ | ☐ |
| c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☒ | ☐ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

## 2.9.1 Discussion

*a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Project construction would involve the routine transport, use, and disposal of hazardous materials such as solvents, paints, oils, grease, and caulking but would be handled on a temporary basis and do not represent acutely hazardous materials. Such transport, use, and disposal must comply with applicable regulations. Any spills or releases involving these materials are expected to be small, localized, and cleaned up as they occur. In addition, construction personnel would implement standard construction best management practices to prevent hazardous materials releases from the construction site into the environment.

Long-term maintenance activities associated with the new fire station building would involve the use of hazardous chemicals that are typical of maintenance uses such as cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers,. Such materials are considered common and are unlikely to be stored or used in large quantities. Any spills involving these materials would be small and localized and cleaned up as they occur.

A 2,000-gallon aboveground diesel fuel storage tank (AST) will be installed for fueling fire engines and an on-site generator. Improper storage and handling of the AST could create a hazard to the public or environment if there are significant leaks or spills. However, prior to the issuance of building permits, in accordance with California Health and Safety Code Chapter 6.67, the project

applicant is required to submit a Spill Prevention Control and Countermeasure (SPCC) plan[4] for the aforementioned AST to the Contra Costa Health Services, Hazardous Materials Program (CCHSHMP) for review and approval. The project applicant is also required to prepare a Hazardous Materials Business Plan[5] and submit it to CCHSHMP. Compliance with applicable programs and requirements of the CCHSHMP would reduce potential impacts to **less than significant**.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

For potential impacts associated with the handling, transport and disposal of hazardous materials during construction and operations, refer to threshold *a)*, above.

An environmental database search was conducted by ICF in November 2025 using the State Water Resource Control Board's (SWRCB) GeoTracker, the Department of Toxic Substances Control's (DTSC's) EnviroStor, and the California Environmental Protection Agency's (CalEPA's) Cortese List Data Resources online databases. The project site was identified in GeoTracker as a Non-Case Information[6] site. According to a 2021 Unauthorized Release /Contamination Report form (SWRCB. 2021), a diesel hydrocarbon release was noted (in 2020) during an underground storage tank[7] (UST) removal, however, the release appears to be minor as comments in the form state that the discharge had been stopped, and *no soil contamination was found.* Potential impacts associated with this listing are considered low. No other records associated with releases, violations or remediation activities were identified with the project site.

The environmental database search revealed several hazardous material sites within a 0.50-mile radius with a history of environmental releases (sites within this radius were analyzed because they are the most likely to have a deleterious effect on the project). All sites identified within the specified radius were listed with a *Completed-Case Closed* status and are not considered a risk to implementation of the project.

The first phase of construction would involve demolition of the existing fire station. The structure was constructed in 1956 and thus, hazardous building materials are expected to be encountered during demolition. As such, a hazardous building materials survey as part of **Mitigation Measure HAZ-1** would be required prior to demolition. The surveys would provide protocols for the proper

[4] An SPCC is required when a facility has an aggregate aboveground oil storage capacity greater than 1,320 U.S. gallons or a completely buried storage capacity greater than 42,000 U.S. gallons and there is a reasonable expectation of an oil (of any type and in any form) discharge into or upon navigable waters of the U.S. or adjoining shorelines (EPA 2010).

[5] The business plan's objective is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of hazardous materials. This is accomplished by requiring businesses that handle hazardous materials in reportable quantities(equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, 200 cubic feet of gas, or an extremely hazardous substance at or above the chemical specific reportable quantity (40 CFR, Part 355) to submit an annual hazardous materials business plan to the local Certified Unified Program Agency (CUPA) as well as prepare a site map, develop an emergency response plan, and implement a training program for employees. Contra Costa Health Services - Hazardous Materials Programs (CCHSHMP) is the CUPA for all businesses within Contra Costa County (Contra Costa Health 2025).

[6] Non-Case Information sites are sites that either have no unauthorized release, had a release to the environment with minimal impact or are currently evaluated for impacts and may result with the activation of a new case. Non-Case Information sites contain environmental data, location data, or potential source information that may be considered important to a given area.

[7] The removal involved a 550-gallon single wall tank.

handling and disposal of the materials, should they be encountered. With implementation of **Mitigation Measure HAZ-1**, the project would result in a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure HAZ-1: Conduct a Hazardous Building Materials Survey prior to Demolition.**

Prior to the issuance of any demolition permit, the applicant shall ensure that a Hazardous Building Materials Survey is conducted (or has been conducted) by a licensed contractor on the structure to be demolished. The survey shall identify the presence of hazardous building materials including asbestos-containing materials, lead-based paint, and PCBs. Should the survey determine that asbestos-containing materials, lead-based paint, or other hazardous building materials are present, the following actions shall be implemented by the applicant.

- A Health and Safety Plan shall be developed by a certified industrial hygienist for potential asbestos-containing materials, lead-based paint, or other hazardous building materials risks present during demolition. The Plan shall then be implemented by a licensed contractor. The Plan shall comply with federal OSHA and Cal/OSHA requirements.
- Necessary approvals shall be acquired from Contra Costa County (by the licensed contractor) for specifications or commencement of abatement activities. Abatement activities shall be conducted by a licensed contractor.
- Prior to demolition of building materials containing asbestos, the Air District shall be notified ten days prior to initiating construction and demolition activities. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. In addition:
    - Asbestos shall be disposed of at a licensed disposal facility to be identified by the licensed contractor.
    - The local office of the Cal/OSHA shall be notified of asbestos abatement activities.
    - Asbestos abatement contractors shall follow state regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material.
    - Asbestos removal contractors shall be certified as such by the Contractors Licensing Board of the State of California.

*c) Would the project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

There are no schools within a 0.25-mile radius of the proposed project. The closest school is the *Choice in Learning Montessori* preschool at 490 Golf Club Road in Pleasant Hill, located approximately 0.60 miles to the southwest of the proposed project. **No impact** would occur.

*d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?*

An environmental database search conducted in November 2025 by ICF (via SWRCB's *GeoTracker*, DTSC's] *EnviroStor*, and CalEPA's] Cortese List Data Resources) did not identify the project site on any hazardous materials listings that would meet the criteria of a Cortese List[8] site. As mentioned, the proposed project site is listed as a *Non-Case Information* site (refer to threshold b) for additional details regarding this classification), however, that category does not meet the criteria of a Cortese List site. **No impact** would occur.

*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Buchanan Field Airport is approximately 0.25 mile east of the project site, as measured from the closest point on the project site to the runway. The project site is located within the airport's Federal Aviation Administration (FAA) Regulation Part 77 sphere of influence and within the boundaries of Airport Influence Area of the Contra Costa County Airport Land Use Compatibility Plan (ALUCP)(Contra Costa County Airport Land Use Commission 2000). As such, the compatibility criteria contained within the ALUCP are applicable to development of the project site. The intent of the ALUCP is to promote compatibility between the airports in Contra Costa County and the land use which surrounds them. Moreover, the plan serves as a tool for use by the Airport Commission to review airport and adjacent land use development.

The project site is within *Height Exception Overlay Zone 2* of the airport's Airspace Protection Criteria. According to the ALUCP, structures proposed for construction within Height Exception Overlay Zone 2 are permitted to have a total height of up to 45 feet above ground level. If a proposed structure height exceeds the 45-foot threshold, a FAA aeronautical study is required. As stated above in the *Description of Project*, the new station's maximum height would be 35 feet and thus, would not require an aeronautical study as it is within the permitted total height of the protection criteria. In addition, the project site is not located within a composite noise contour (per Figure 3B of the ALUCP) and as such is not subject to the airport's noise compatibility criteria. Furthermore, the proposed project would not introduce any new aircraft noise sources, would not result in changes to flight operations at Buchanan Field Airport, or any existing airports, airfields, airstrips, or heliports in the region and as discussed in Section 2.13, *Noise*, with mitigation, Thus, the project would result in a **less-than-significant impact**.

[8] U.S.C. Section 65962.5 (Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by SWRCB as having underground storage tank leaks or a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites with a known migration of hazardous waste/material. Specifically, the following resources provide information regarding facilities meeting "Cortese List" requirements:

- List of hazardous waste and substances sites from DTSC's EnviroStor database.
- List of leaking underground storage tank sites from SWRCB's GeoTracker database.
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous levels.
- List of "active" cease-and-desist orders and cleanup and abatement orders from SWRCB.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, as identified by DTSC.

*f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Project development would not include any permanent changes to existing public roadways that provide emergency access to the project site or surrounding area. The project consists of a redevelopment of an existing fire station, which would also include offices and crew quarters. It is possible that construction activity associated with the project could affect emergency response or evacuation plans that could impede emergency access. However, compliance with County requirements regarding emergency access during construction activities would minimize potential impacts associated with emergency response times and access; and thus, emergency response access or emergency evacuation plan routes would not be impeded significantly during construction. Also, the project would not involve any long-term features that would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, such as the *2024 Hazard Mitigation Plan Contra Costa County, California* (LHMP) (Contra Costa County 2024). Therefore, development of the project is not expected to interfere with the aforementioned LHMP or any evacuation route assigned to the project area. Furthermore, as the project would handle and store hazardous materials, it would be required to adhere to all applicable regulations including the Hazardous Materials Business Plan Program and the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (the CCHSHMP is the Certified Unified Program Agency [CUPA] for Contra Costa County). Adherence to the aforementioned regulations and plans would ensure a proper response and evacuation in the event of an emergency associated with a hazardous material release. Potential impacts would be **less than significant**.

*g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

The project site is in a highly developed area of Contra Costa County with no wildlands intermixed. The project site is bound by residential uses to the north, west and south, and the Grayson Creek and commercial development to the east. According to CAL FIRE's Local Responsibility Area Fire Hazard Severity Zones, Contra Costa County – Unincorporated LRA map (California Department of Forestry and Fire Protection [CAL FIRE] 2025), the project site is not within a Very High, High, or Moderate Fire Hazard Severity Zone. The closest moderate fire area is approximately 1.37 miles southwest of the project site, within the Paso Nogal Park in Pleasant Hill. Thus, the project would not exacerbate wildfire risks of any nature, and it is not located within or adjacent to a Fire Hazard Severity Zone. **No impact** would occur.

## 2.9.2 Sources of Information

California Department of Forestry and Fire Protection. 2025. *Local Responsibility Area Fire Hazard Severity Zones, Contra Costa County – Unincorporated LRA Map.*

Contra Costa County. 2024. *2024 Hazard Mitigation Plan Contra Costa County, California.* Available: https://www.contracosta.ca.gov/DocumentCenter/View/82620/2024-Contra-Costa-County-HMP-Volume-1---Approved?bidId=.

Contra Costa County Airport Land Use Commission. 2000. *Contra Costa County Airport Land Use Compatibility Plan - Buchanan Field Airport Policies.* Available: https://www.contracosta.ca.gov/DocumentCenter/View/856/Buchanan-Field-Airport-Policies?bidId=.

Contra Costa Health. 2025. *Business Plan Program.* Available: https://www.cchealth.org/health-and-safety-information/hazmat-programs/business-plan-program.

State Water Resources Control Board. 2021. *Underground Storage Tank (UST) Site-Unauthorized Release/Contamination Report.* Available: https://documents.geotracker.waterboards.ca.gov/ regulators/deliverable_ documents/2239225089/URF.pdf.

U.S. Environmental Protection Agency. 2010. *Spill Prevention, Control, and Countermeasure (SPCC) Regulation 40 CFR part 112 - A Facility Owner/Operator's Guide to Oil Pollution Prevention.* Available: https://www.epa.gov/ sites/default/files/documents/spccbluebroch.pdf.

# 2.10 Hydrology and Water Quality

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: | | | | |
| i) Result in substantial erosion or siltation on- or off-site, | ☐ | ☐ | ☒ | ☐ |
| ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| iv) Impede or redirect floodflows? | ☐ | ☐ | ☒ | ☐ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☐ | ☒ |

## 2.10.1 Discussion

*a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

The project site is currently developed with an operational fire station. Most of the site currently drains west via overland flow towards Blackwood Drive, where runoff is collected by existing drainage inlets within the roadway and on the project parcel. Runoff is routed via an existing 18-inch storm drainpipe towards Grayson Creek to the east of the project site.

Construction activities associated with the proposed project include ground-disturbing activities such as vegetation removal, trenching, and grading. Ground-disturbing activities and runoff from work areas could cause soil erosion and sedimentation, reducing water quality. Grayson Creek adjoins the project site to the east. The potential impacts on water quality are related to sediment and sediment-bound pollutants that may be mobilized into the storm drain system that may drain into Grayson Creek. In addition, common hazardous materials (e.g., gasoline, oils, grease, lubricants) from construction equipment could be accidentally released during construction. Accidental discharges, contaminants from construction vehicles and equipment, and sediment from soil erosion could temporarily adversely affect water quality or result in a violation of water quality standards

due to increase the pollutant load in runoff being transported to receiving waters via the storm drain system and/or runoff into Grayson Creek.

Because less than one acre would be disturbed, compliance with the Construction General Permit and implementation of a Stormwater Pollution Prevention Plan is not required. However, projects creating and/or replacing (redeveloping) impervious area exceeding 10,000 square feet require submitting a Storm Water Control Plan (SWCP) for the review and approval of the Public Works Department, in compliance with Provision C.3 of the NPDES Permit and the County's Stormwater Management and Discharge Control Ordinance (Section 1014). The project's SWCP would ensure stormwater is captured and treated on the project site. The SWCP would identify temporary soil stabilization, sediment control, tracking control, and non-stormwater management best management practices (BMPs) to be implemented during construction activities to minimize adverse effects to water quality. Erosion control BMPs include source control measures, such as wetting dry and dusty surfaces to prevent fugitive dust emissions and installing an effective soil cover (e.g., geotextiles, straw mulch) for inactive areas to prevent sediments from being dislodged by wind, rain, or flowing water. Sediment control BMPs would include measures such as the installation of fiber rolls to capture particles that have already been dislodged.

Currently, the project site is 6,657 square feet (0.15 acre) of impervious cover and 29,899 square feet (0.69 acre) of pervious cover. Impervious surfaces could transport sediment and hazardous substances into area storm drain inlets that drain into waterways. The project would have additional impervious surfaces and therefore would result in increased concentrated polluted flows. Provision C.3 of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit (MRP) requires all projects creating and/or redeveloping at least 5,000 square feet of impervious surface to incorporate stormwater management treatment facilities. The project would create approximately 23,823 square feet (0.55 acre) of impervious surface cover, resulting in 30,480 square feet (0.70 acre) of impervious cover totaling 76 percent of the project site. However, the project would also include the installation of stormwater retention basins, bioretention areas, flow through planters, and landscaping. These features would decrease the rate and volume of stormwater runoff, treat runoff, and allow runoff to infiltrate prior to discharge. A Stormwater Control Plan (SWCP) would be required for review and approval by the Contra Costa County Public Works Department, in compliance with the Stormwater Management and Discharge Control Ordinance (Section 1014) and MRP.

All project activities would be subject to existing regulatory requirements as described above which complies with the goals and requirements of the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) and the Contra Costa County 2045 General Plan. Furthermore, operation and maintenance of the C.3 stormwater treatment facilities would comply with the MRP requirements through the County Clean Water Program. Therefore, construction and operation would not violate water quality standards or waste discharge requirements. Therefore, the project would have a **less-than-significant impact**.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Due to the underlying geology, the project site is predominantly not within a recognized Department of Water Resources groundwater basin. The eastern portion of the project site is within the Ygnacio Valley Groundwater Basin, which is considered a very low priority basin. The Sustainable Groundwater Management Act (SGMA) encourages and authorizes the submittal and

implementation of a groundwater sustainability plan (GSP) for a basin designated low- or very low-priority but does not mandate it. Implementation of the project would increase the impervious area within the project site. However, the project site would be developed with stormwater retention basins, bioretention areas, flow through planters, and landscaping. These features would decrease the volume of stormwater runoff, treat runoff, and allow runoff to infiltrate prior to discharge into the municipal storm drain. Recharge in the area would continue to occur through infiltration of precipitation. Groundwater supplies would not be used for construction activities or project operation, and no groundwater pumping or dewatering is anticipated. Groundwater was observed at depths of approximately 12 to 16 feet below existing grade, which is below the maximum depth of project excavation (9 feet), although historic high groundwater levels in the site vicinity are less than 10 feet below grade (Geocon 2024). Therefore, the project would have a **less-than-significant impact**.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:*

i) *Result in substantial erosion or siltation on- or off-site,*

During construction, existing drainage patterns could temporarily be altered through minor grading, potentially resulting in temporary increased erosion. Construction BMPs would be implemented to manage runoff and potential erosion, that would be described in the SWCP for erosion and sediment control such as wetting dry and dusty surfaces to prevent fugitive dust emissions and installing an effective soil cover (e.g., geotextiles, straw mulch) and installation of fiber rolls to capture particles that have already been dislodged. Implementation of the project would result in the addition of impervious surface cover. However, the project site would include stormwater retention basins, bioretention areas, flow through planters, and landscaping, which would decrease stormwater runoff and any mobilization of sediment. As a result, soil disturbance would be minimized and associated soil erosion and siltation impacts would be reduced. Therefore, the project would have a **less-than-significant impact**.

ii) *Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;*

During construction, existing drainage patterns could temporarily be altered, potentially resulting in increased runoff or flooding. Construction BMPs would be implemented to manage runoff or flooding that would be described in the SWCP. The project would result in an increase in impervious surface area compared to existing conditions. An increase in impervious cover could result in increased surface runoff rates and volumes. However, the project site would include stormwater retention basins, bioretention areas, flow through planters, and landscaping. These features would decrease the rate and volume of stormwater runoff and allow runoff to infiltrate prior to discharge into the municipal storm drain. A SWCP would be required for review and approval by the Contra Costa County Public Works Department/Clean Water Program, in compliance with the Stormwater Management and Discharge Control Ordinance (Section 1014) and MRP. Runoff would be managed according to the approved SWCP to ensure that site drainage features are appropriately sized and connected to drainage infrastructure off-site. Therefore, the project would have a **less-than-significant impact**.

*iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Most of the site currently drains west via overland flow towards Blackwood Drive, where runoff is collected by existing drainage inlets within the roadway and on the project parcel. Runoff is routed via an existing 18-inch storm drainpipe towards Grayson Creek to the east of the project site. The project would increase the area of impervious cover which would increase runoff if not managed. Runoff would be managed onsite with the inclusion of bioretention areas, flow through planters, and landscaping. The SWCP process would ensure that site drainage and features would be appropriately sized and connected to the off-site drainage infrastructure. Therefore, the project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project would have a **less-than-significant impact**.

*iv) impede or redirect floodflows?*

The proposed project would demolish and reconstruct an operational fire station on the same site. During construction, the drainage pattern of the site may be temporarily altered. The project site is within Federal Emergency Management Agency (FEMA) Zone AE, the 100-year Floodplain Zone where base flood elevations are known (FEMA 2009). Grayson Creek, which is within the FEMA Zone AE floodway, is approximately 70 feet from the project site. The project will raise the grade of the project site by two feet due to its location in a floodplain zone. Runoff flows would be managed through implementation of the BMPs in the approved SWCP as described above. Additionally, the project will require an encroachment permit from the Contra Costa County Public Works Department Engineering Services Division and the Contra Costa County Flood Control & Water Conservation District. Coordination to determine if any local impacts to the floodplain would be reviewed during both the Contra Costa County Public Works Department Engineering Services Division and the Contra Costa County Flood Control & Water Conservation District encroachment permit processes. Therefore, the project would not impede or redirect floodflows. The project would have a **less-than-significant impact.**

*d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

The project site is approximately 4.5 miles southeast of the Carquinez Strait and not within a mapped tsunami inundation zone (State of California 2021). There are no reservoirs adjacent to the project site; therefore, the project would not be prone to inundation by seiche. As noted above, the project site is within FEMA Zone AE, the 100-year floodplain (FEMA 2009). The project site would include, bioretention areas, flow through planters, and landscaping which would manage treat runoff prior to discharge. Chemicals stored on-site would be appropriately stored. The project would not release pollutants due to project inundation. Therefore, the project would have **less-than-significant impact.**

*e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

As noted above, the proposed project would comply with the applicable water quality objectives for the region through implementation of federal, state, and local requirements. Therefore, the project would have **no impact.**

## 2.10.2 Sources of Information

Federal Emergency Management Agency. 2009. *National Flood Hazard Layer Viewer.* Map #06013C0277F, June 16, 2009. Available: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed: November 19, 2025.

Geocon Consultants, Inc. 2024. Fire Station No. 9 Replacement 209 Center Avenue Pacheco, California Geotechnical Investigation. June.

State of California. 2021. *Tsunami Hazard Area Map, Contra Costa County* (displayed at multiple scales). Produced by the California Geological Survey and the Governor's Office of Emergency Services.

# 2.11 Land Use and Planning

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☒ | ☐ | ☐ |

## 2.11.1 Discussion

*a) Would the project physically divide an established community?*

The project site is in the unincorporated community of Pacheco, about 0.3 mile east of the Martinez city limit. The project site is bordered to the north, south, and west by residences and commercial structures to the east. North of the project is a medium density apartment complex and a commercial building. Single family homes are immediately south and west of the project site. Grayson Creek is directly east of the project site, with retail development across Grayson Creek to the east. Hayden/Pacheco Creekside Park is northeast of the project site across Center Avenue.

The project would demolish and replace an existing fire station with a larger facility of the same type. It does not include features, such as new roads or barriers, that would divide an existing community. Therefore, the project would have **no impact**.

*b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project site carries a Contra Costa County 2045 General Plan land use designation of Mixed-Use Community Specific (MUC), allowing for "various housing types, including tiny homes, townhouses, condominiums, apartments, studios, live-work units, and micro-units, along with a wide range of neighborhood- and community-serving retail, personal service, office, hospitality, entertainment, and public uses" (ArcGIS 2025; Contra Costa County 2024). The project site is zoned R-7, Single-Family Residential, under which governmental structures, including fires stations, are a permitted use.

The project replaces an existing fire station on the project site with a new, larger fire station and would be consistent with the intent and assumptions of the MUC land use designation and R-7 zoning designation.

The General Plan Conservation, Open Space, and Working Lands Element calls for the protection of unknown cultural and paleontological resources in the event of discovery (COS-P10.7); however, with mitigation measures CUL-1 and GEO-1, impacts are less than significant. In addition, without the implementation of BMPs to minimize the generation of fugitive dust, project-related fugitive dust emissions would be potentially significant under the Bay Area Air Quality District's standards. Mitigation Measure AQ-1 requires implementation of the Air District's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions to reduce construction-related fugitive dust impacts during all phases of construction. Implementation of Mitigation Measure AQ-1 would reduce this conflict to a less-than-significant level. Similarly, conflicts in relation to regulations that protect special status wildlife species and migratory birds are reduced to less than significant levels

through Mitigation Measures BIO-1 through BIO-3. The project would involve the removal of approximately eight mature redwood trees and 15 smaller trees; however, tree removal is exempt from the County's tree protection and preservation ordinance because the parcel is owned by the County (CCCMC 816-6.1002[6]). The project's potential conflict with noise standards established in General Plan Policies HS-P14.5 and HS-P14.7 would be mitigated to less-than-significant levels through implementation of Mitigation Measures NOI-1 and NOI-2, which would minimize noise impacts on surrounding land uses.

The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect with implementation of the above mitigation measures. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

## 2.11.2 Sources of Information

ArcGIS. 2025. CC Map. Available: https://www.arcgis.com/apps/webappviewer/index.html?id=92d542bcb39247e8b558021bd0446d18. Accessed: November 17, 2025.

Contra Costa County. 2024. *Contra Costa County 2045 General Plan*. Adopted November 5, 2024. Available: https://www.contracosta.ca.gov/4732/General-Plan. Accessed: November 10, 2025.

# 2.12 Mineral Resources

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

## 2.12.1 Discussion

*a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No known mineral resources are present within the project site (California Department of Conservation 2025). A geotechnical report prepared for the project does not indicate the presence of mineral resources on the project site (Contra Costa County Public Works Department 2024). Therefore, the project would not result in the loss of availability of any known mineral resource that would be of value to the region and the residents of the state. Therefore, the project would have **no impact**.

*b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No local general plan, specific plan or other land use plan identifies known mineral resources within the project site (Contra Costa County 2024). Therefore, the project would not result in the loss of availability of any locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, the project would have **no impact.**

## 2.12.2 Sources of Information

California Department of Conservation. 2025. *California Mineral Resources Data Portal: All Data*. Available: https://maps.conservation.ca.gov/cgs/minerals/?page=All-Data. Accessed: November 17, 2025.

Contra Costa County. 2024. *Contra Costa County 2045 General Plan: Conservation, Open Space, and Working Lands Element*. Available: https://www.contracosta.ca.gov/DocumentCenter/view/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF. Accessed: November 17, 2025.

Contra Costa County Public Works Department. 2024. *Geotechnical Investigation: Fire Station No. 9 Replacement, 209 Center Avenue, Pacheco, California*. Prepared by Geocon Consultants, Inc.

# 2.13 Noise

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b) Generate excessive groundborne vibration or groundborne noise levels? | ☐ | ☒ | ☐ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

## 2.13.1 Discussion

Noise can be described as any loud, unexpected, or annoying sound. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The standard unit of measurement of the loudness of sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was devised to relate noise to human sensitivity because it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The human ear can detect changes in sound levels of approximately 3 dBA under normal conditions. A change of 5 dBA is noticeable to most people in an exterior environment.

Different metrics are used to evaluate the effects of noise on a community. The equivalent sound level ($L_{eq}$) represents an average of the sound energy occurring over a specified period, typically 1 hour. The maximum sound level ($L_{max}$) refers to the root-mean-square (rms) sound level corresponding to the loudest 1second interval occurring during the measurement. The day/night level (DNL)is an average of all noise levels recorded over a 24-hour period, with a 10 dBA penalty added to noise levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.

The primary source of existing noise in the project area is traffic on local roads, including Center Avenue, Pacheco Boulevard, Aspen Drive, and Blackwood Drive. Other noise sources include periodic aircraft overflights and general residential sources (e.g., air conditioners and landscaping activities). In addition, the existing fire station at the project site is a source of intermittent vehicle and siren noise. The closest airport to the project site is Buchanan Field Airport, a public airport approximately 0.4 mile east of the project site in the city of Concord.

To establish the existing noise environment, long-term noise monitoring was conducted at three locations on April 28 and 29, 2025. The purpose of long-term noise measurement is to establish the existing DNL in a project area and characterize the daily trend in noise levels throughout a 48-hour period.

The monitoring results are summarized in Table 2.13-1.

**Table 2.13-1. Summary of Noise Measurement Results**

| Site | Description | Day 1[a] 24-Hour Noise Level (dBA DNL) | Day 2[b] 24-Hour Noise Level (dBA DNL) | Average Daytime Noise Level (dBA $L_{eq}$) | Average Nighttime Noise Level (dBA $L_{eq}$) |
|---|---|---|---|---|---|
| LT-1 | Southeast corner of Center Avenue and Blackwood Drive | 64.9 | 65.2 | 62.0 | 57.8 |
| LT-2 | Blackwood Drive, south of South 1st Avenue | 66.6 | 64.6 | 64.4 | 57.4 |
| LT-3 | Pantano Lane, west of Aspen Drive | 64.3 | 63.7 | 61.2 | 56.5 |

[a] Day 1 was from 12:00 a.m. April 28, 2025, to 12:00 a.m. April 29, 2025.

[b] Day 2 was from 12:00 a.m. April 29, 2025, to 12:00 a.m. April 30, 2025.

dBA = A-weighted decibel level, a logarithmic measurement scale that approximates the frequency response of the human ear.

Daytime noise level = average noise level calculated from measured hourly noise levels between 7:00 a.m. and 10:00 p.m.

Nighttime noise level = average noise level calculated from measured hourly noise levels between 10:00 p.m. and 7:00 a.m.

DNL = day-night sound level. DNL describes the average acoustical energy content of noise for a 48-hour period. Nighttime hours between 10:00 p.m. and 7:00 a.m. are assigned a 10 dB penalty to account for human sensitivity to noise at night.

$L_{eq}$ = equivalent sound level. $L_{eq}$ describes the average acoustical energy content of noise for an identified period of time, commonly 1 hour.

## Sensitive Receptors

Sensitive receivers are defined as locations that are sensitive to noise and vibration, such as residences, schools, transient lodging (e.g., hotels), and hospitals. Land uses and the closest noise-sensitive receptors surrounding the project site include single-family residential uses to the south and west along Blackwood Drive and to the north along Center Avenue, multi-family residences further north along Aspen Drive and Pantano Lane, and the Gospel Light Church on Aspen Drive. The closest single-family residences to the project site are located along Blackwood Drive. Across Blackwood Drive and Center Avenue, single-family residences are 65 and 70 feet away, respectively. Multi-family residences are approximately 255 feet northwest of the project site. The Gospel Light Church is approximately 230 feet north of the project site.

*a) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?*

Project-related noise would occur because of construction and operation. However, the current land use, an existing fire station, also generates noise. In addition, vibration would occur as a result of demolition of the existing fire station building and the operation of construction equipment.

## Construction Noise

The assessment of noise levels from heavy construction equipment was based on equipment data provided in Federal Transit Authority (FTA) guidance (FTA 2018). The heavy equipment needed for each construction phase is listed in Table 2.13-2, along with reference noise levels for each equipment type.

**Table 2.13-2. Construction Phases and Reference Noise Levels of Equipment Types**

| Construction Phase | Equipment | Reference Noise Level at 50 Feet (dBA) | Number of Pieces | Hours/Day |
|---|---|---|---|---|
| Demolition | Concrete saw/industrial saw | 90 | 1 | 8 |
| | Rubber-tired dozer | 85 | 1 | 1 |
| | Tractor/loader/backhoe | 80 | 2 | 6 |
| Site preparation | Grader | 85 | 1 | 8 |
| | Tractor/loader/backhoe | 80 | 1 | 8 |
| Trenching/utilities | Tractor/loader/backhoe | 80 | 1 | 8 |
| Building shell | Crane | 83 | 1 | 4 |
| | Forklift | 80 | 2 | 6 |
| | Tractor/loader/backhoe | 80 | 2 | 8 |
| Architectural coating | Air compressor | 80 | 1 | 6 |
| | Aerial lift | 73 | 1 | 6 |
| Paving | Cement and mortar mixer | 85 | 4 | 6 |
| | Paver | 85 | 1 | 7 |
| | Roller | 85 | 1 | 7 |
| | Tractor/loader/backhoe | 80 | 1 | 7 |

Sources: Contra Costa County Public Works Department 2025; FTA 2018; Federal Highway Administration 2006.

As shown, typical sound levels for heavy construction equipment are in the range of 73 to 90 dBA $L_{eq}$ at a reference distance of 50 feet. The construction noise level at a given receiver location would depend on the type of construction activity as well as the distance and shielding between the activity and noise-sensitive receivers. To characterize the source level of the worst-case noise condition during each phase of project construction, the two loudest pieces of equipment were assumed to be operating simultaneously at a work area perimeter location.

The worst-case noise exposure at the nearest sensitive receptors was determined by combining the noise levels of the two loudest pieces of equipment that could operate at the same time. Construction equipment noise levels, listed by project phase, are shown in Table 2.13-3.

Construction would be done during the allowed hours specified in General Plan Policy HS-P14.7, which requires noise-generating construction activities be limited to weekdays and non-holidays between the hours of 7:30 a.m. to 5:00 p.m. within 1,000 feet of noise-sensitive uses and the hours of 7:00 a.m. to 6:00 p.m. if beyond 1,000 feet from noise-sensitive uses (Contra Costa County 2024). Night construction work would not occur. The loudest construction equipment would be used during the demolition phase, which could result in a combined noise level of 91 dBA $L_{max}$ at 50 feet; this would exceed the FTA daytime criterion at 57 feet. Given the levels indicated in Table 2.13-3, construction activities would be readily audible at residential receptors adjacent to the project site. However, the use of heavy equipment at the site would be temporary and intermittent and would cease at the end of each day during the construction period.

**Table 2.13-3. Construction Noise Levels by Activity and Distance to Allowable Sound Levels**

| Construction Activity | Loudest Equipment Types Used | Worst-Case Combined Source Level at 50 feet ($L_{max}$, dBA) | Distance to Daytime Sound-Level Limit of 90 dBA $L_{eq}$ (feet)[a] | Distance to Nighttime Sound-Level Limit of 80 dBA $L_{eq}$ (feet)[a] |
|---|---|---|---|---|
| Demolition | Concrete saw, dozer | 91 | 57 | 181 |
| Site Preparation | Grader, loader | 86 | 32 | 102 |
| Trenching/Utilities | Backhoe | 80 | 16 | 50 |
| Building Shell | Crane, backhoe | 85 | 27 | 87 |
| Architectural Coating | Air compressor, aerial lift | 81 | 17 | 55 |
| Paving | Cement mixer, paver | 88 | 40 | 126 |

[a] The maximum distance where the combined equipment level may exceed FTA criteria.

Note: Distance calculations do not include the effects, if any, of local shielding from walls, topography, or other barriers that may further reduce sound levels.

$L_{eq}$ = equivalent sound level; dBA = A-weighted decibel

The nearest residential structure is on Blackwood Drive about 10 feet from the southern property line of the project site. The single family residences on Blackwood Drive are about 50 feet away from the western property line, and the single family residences on Center Avenue are about 75 feet away from the northern property line. Due to the proximity of the closest residence on Blackwood Drive, noise levels would exceed FTA daytime noise criteria at this location during the site preparation and paving phases of construction because construction would extend up to the property line during these phases of construction, resulting in a potentially significant impact. Noise during construction may exceed the FTA daytime criteria at the multi-family residences as well; however, this would occur only when equipment is operated at full power at locations near the residences. This would occur infrequently, because the proposed parking areas would be adjacent to the property line, and the proposed building would be farther from residences. Given the potential for construction noise to exceed FTA standards, this impact is potentially significant. Implementation of **Mitigation Measure NOI-1**, below, would minimize the potential for community annoyance through best noise control practices. With implementation of **Mitigation Measure NOI-1**, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure NOI-1: Implement Noise Control Practices During Construction**

The project sponsor shall require its contractor(s) to implement noise control practices during demolition and construction to minimize noise levels in the community. Best practices to minimize construction noise include the following:

- Locating stationary equipment (e.g., generators, pumps, cement mixers, idling trucks) as far as possible from noise-sensitive land uses.
- Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices such as exhaust mufflers that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Preventing excessive noise by shutting down idle vehicles or equipment.

- Using noise-reducing enclosures around noise-generating equipment.
- Notifying adjacent residents in advance of construction work.

During operation, noise would be generated by mobile sources, primarily fire station vehicles, including vehicles with emergency sirens, and traffic associated with the project. In addition, noise at the site would be generated intermittently by heating, ventilation, air-conditioning (HVAC) equipment; an emergency alert system; and an emergency generator. The project would replace an existing fire station and occupy the same location; thus, many sources of operational noise would be similar to those under existing conditions. Each source of operational noise is described below.

### Fire Station Vehicles

The existing fire station is currently a source of noise from sirens and emergency vehicles. Sirens on fire station vehicles are required to be operated in accordance with California Vehicle Code Section 21055, which states that sirens should be sounded "as may be reasonably necessary." In principle, the use of sirens depends heavily on traffic conditions at the time of an emergency call; the use of sirens may not always be necessary. Based on previously conducted modeling, sirens may produce a maximum noise level of 85 to 97 dBA at 50 feet (Los Angeles Bureau of Engineering 2016). This would be readily noticeable above existing ambient levels for a short duration as an emergency vehicle passes by a given location.

The project would replace an existing fire station and occupy the same location. As described in the transportation analysis technical memorandum (Fehr & Peers 2025) prepared for the project, the response area would not change as a result of the proposed project. According to service call data provided by the County, the station responds to an average of eight or nine incidents per day, with a total of 3,054 calls in 2024. Because the response area would be the same following redevelopment, zero net new calls would need to be served by the redeveloped Fire Station 9. The number of vehicles responding to incidents would vary each day, similar to existing conditions. Because there would be a net-zero increase in the use of emergency vehicles as a result of the project, a noticeable increase in noise from fire station vehicles would not occur based on the frequencies from the incident response data. The project would have a **less-than-significant impact.**

### Emergency Alert System

Similar to existing conditions, the project would include an emergency alert system to notify the on-site staff of an emergency call for service. This type of system creates noise and is activated by an electronic signal received from a dispatch center. The system includes a speaker behind the apparatus bay on the east side of the building. According to the Fire District, the system would be used only when personnel are working outdoors and need to be alerted; it would be turned off at night between 8:00 p.m. and 8:00 a.m. Although emergency alerts may be audible at the nearest noise-sensitive receivers on an occasional basis, they would not be used at night and would not be expected to contribute to an overall increase in ambient levels at nearby residences. The impact of the project would be **less than significant**.

### Traffic Generation

Similar to existing conditions, the project would generate traffic from employee trips, fuel trucks, and visitors. Traffic volumes on local roads near the fire station site were calculated by Fehr & Peers under no-project and with-project scenarios. As shown in transportation analysis memorandum (Fehr & Peers 2025), traffic volumes under with-project scenarios would increase by less than 1 percent compared to the no-project scenario, which would be less than a 40 percent average daily

traffic (ADT) increase threshold for a traffic noise analysis, as stated in General Plan Policy HS-P14.8. The transportation analysis memorandum also indicates the project would generate 22 new vehicle trips in addition to the 20 trips under existing conditions. This incremental increase in the number of vehicle trips would produce a traffic noise level of up to 50 dBA DNL. With an existing ambient noise level of 67 dBA DNL, the incremental increase in noise from new vehicle trips would be less than 0.1 dB. This magnitude of increase would not be noticeable above existing conditions. The project would have a **less-than-significant impact.**

### Building HVAC System

The proposed building would include an HVAC system that would generate steady-state noise on an intermittent basis. While the existing fire station includes HVAC equipment, the HVAC system for the project would be larger, would require different equipment, and the equipment on the roof of the proposed station would be closer to residences on Blackwood Drive compared to the equipment at the existing station. Noise levels from HVAC equipment vary but generally depend on the make/model and size (capacity) of the HVAC system. The HVAC system for the project would consist of two heat recovery units, three heat pumps, two energy recovery ventilators, two supply fans, and two exhaust fans on the roof. At 50 feet, HVAC equipment could produce a sound level of up to 75 dBA (Hoover & Keith 2000). Typically, this type of equipment includes a sound attenuating feature such as a screen, enclosure, or building parapet; however, this has not yet been specified.

Because the fire station would be used as sleeping quarters, the HVAC system could be operational anytime of the day or night. As described in the noise measurement results in Table 4, nighttime ambient levels would be about 57 dBA (1-hour $L_{eq}$) around the project site, with an average value of 65 dBA DNL. Depending on the location and orientation of the system relative to the property, HVAC equipment could be located as close as 80 feet from the nearest residence, resulting in a noise level of up to 71 dBA (1-hour $L_{eq}$), assuming no sound attenuating features are included. This would be noticeable above ambient levels. In terms of DNL, this would result in an increase of more than 1.5 dB above General Plan noise standards under Policy HS-P14.5, a potentially significant impact. Implementation of **Mitigation Measure NOI-2**, below, would reduce the potential for the HVAC system to exceed General Plan noise standards through installation of noise attenuating features.

### Emergency Generator

While the existing fire station includes an emergency generator adjacent to the current building along Center Avenue, the emergency generator for the project would be larger and closer to residences compared to the existing station. Under the proposed project, an emergency generator would be installed inside a structure that would be separate from the main fire station along the southern perimeter of the project site. The generator would be operated intermittently (e.g., on an emergency basis during power outages). In addition, the generator would require weekly tests, during which time it would run for 30 minutes. Every year, the generator would run for 2 hours. Every 3 years, it would require a 4-hour test. Without a ventilated acoustic enclosure, generators produce a steady-state noise level of up to 82 dBA at 50 feet (Hoover & Keith 2000).

The generator would be located along the southern boundary of the site approximately 20 feet away from the nearest residence, which is to the south on Blackwood Drive. At that location, the noise level from the generator could be up to 90 dBA (1-hour $L_{eq}$). At the nearest residences on Blackwood Drive, about 80 feet away from the generator location, the noise level would be up to 78 dBA (1-hour $L_{eq}$). Although the generator would produce noise only on an occasional basis, it would contribute to a significant increase in noise levels during outages and testing and be readily noticeable above

ambient levels, which were measured at 57 dBA (1-hour $L_{eq}$) during nighttime hours in this area. In terms of DNL, operation of the generator would result in an increase of more than 1.5 dB above General Plan noise standards stated in Policy HS-P14.5. Due to the substantial increase above ambient levels during operation of the generator, this impact is potentially significant. Implementation of **Mitigation Measure NOI-2**, below, would reduce the potential for the emergency generator to exceed General Plan noise standards through installation of noise attenuating features.

**Mitigation Measure NOI-2: Design Noise Attenuation for the HVAC System and Emergency Generator Enclosure to Meet County Noise Standards**

The project sponsor shall require its contractor(s) to implement this measure to ensure that operational noise levels shall not exceed the County standard of 1.5 dB above ambient DNLs found in the General Plan. This can be achieved through low-noise equipment specifications or acoustic treatments such as louvers or silencers. Verification noise monitoring shall be conducted to confirm that acoustic treatments will reduce operational noise to comply with the General Plan. The acoustic treatments for the HVAC system and emergency generator shall include, but are not limited to, the following:

- Enclosing noise-generating mechanical equipment;
- Installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment;
- Using mufflers or silencers on equipment exhaust fans;
- Orienting or shielding equipment to protect noise-sensitive receptors to the greatest extent feasible;
- Increasing the distance between noise-generating equipment and noise-sensitive receptors; and
- Placing barriers around the equipment to facilitate the attenuation of noise.

With implementation of **Mitigation Measure NOI-2**, the project would have a **less-than-significant impact with mitigation incorporated**.

*b) Would the project generate excessive groundborne vibration or groundborne noise levels?*

## Construction Vibration

Ground-borne vibration during project construction was analyzed using the methodology from the FTA Manual. Vibration source levels (expressed in terms of peak particle velocity (PPV) in inches per second and root-mean-square VdB at a reference distance of 25 feet from the source) for the typical construction equipment proposed for the project are shown in Table 2.13-4. According to project-specific information provided by the Fire District, construction of the project would not require impact equipment such as pile drivers, which would otherwise be the most vibration-intensive construction equipment. Therefore, for this project, a vibratory roller (source vibration level with a PPV of 0.210 inch per second at 25 feet) is expected to produce the highest vibration levels of the equipment types to be used.

**Table 2.13-4. Reference Vibration Levels of Construction Equipment**

| Equipment | PPV at 25 Feet | PPV at 50 Feet | PPV at 75 Feet | PPV at 100 Feet |
|---|---|---|---|---|
| Vibratory roller | 0.210 | 0.074 | 0.040 | 0.026 |
| Large bulldozer | 0.089 | 0.032 | 0.017 | 0.011 |
| Loaded trucks | 0.076 | 0.027 | 0.015 | 0.010 |
| Jackhammer | 0.035 | 0.012 | 0.007 | 0.004 |
| Small bulldozer | 0.003 | 0.001 | 0.001 | < 0.001 |

Source: FTA 2018.
PPV = peak particle velocity

The nearest residential structure is on Blackwood Drive about 10 feet from the southern property line of the project site. Although project-related construction vibration would be temporary and intermittent and would cease once construction is complete, vibratory rollers and other heavy equipment may result in perceptible vibration at the nearest residence when such equipment is operated near the structure. Table 2.13-5 identifies the damage potential thresholds associated with vibration generated by construction activities.

**Table 2.13-5. Maximum Vibration Levels for Preventing Damage to Buildings**

| Building Category | Limiting Velocity (PPV in inch/ second) | Approximate Maximum Vibration Level (VdB) |
|---|---|---|
| Reinforced concrete, steel, or timber (no plaster) | 0.5 | 102 |
| Engineered concrete and masonry (no plaster) | 0.3 | 98 |
| Non-engineered timber and masonry buildings | 0.2 | 94 |
| Buildings that are extremely susceptible to vibration damage | 0.12 | 90 |

Source: Federal Transit Administration 2018.
PPV = peak particle velocity; VdB = root-mean-square velocity in decibels (1 micro-inch/second)

At a distance of 10 feet, vibration levels could have a PPV of up to 0.83 inch per second during use of a vibratory roller and up to 0.35 inch per second during use of a bulldozer. These levels of vibration would be readily perceptible to the nearest structure to the south and exceed the building damage criteria in Table 2.13-5 at this location. At the next-nearest residences across Blackwood Drive, vibration from the use of heavy equipment could be slightly perceptible to people inside the buildings but would not result in structural damage. Due to exceeding the building damage criteria at one residence, this impact is potentially significant. Implementation of **Mitigation Measure NOI-3**, below, would reduce the potential for vibration damage to adjacent buildings and structures through vibration control planning, monitoring and building damage mitigation.

With implementation of **Mitigation Measure NOI-3**, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure NOI-3: Protect Adjacent Buildings/Structures and Vibration Monitoring During Construction**

The project sponsor shall require its contractor(s) to implement a vibration management and monitoring plan during demolition and construction to 1) avoid project-related construction vibration damage to adjacent buildings and/or structures and 2) ensure that any such damage is documented and repaired. The vibration management and monitoring plan shall include the following components, as applicable:

- Pre-construction Survey. Prior to the start of any ground-disturbing activity, the project sponsor or its contractor(s) shall engage a structural engineer or other professional consultant with similar qualifications to undertake a pre-construction survey of the residential building just south of the project site that may be affected and document and photograph the existing conditions.
- Use of Alternative Construction Equipment and Techniques. The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., smaller, lighter equipment could be used in some cases).
- Buffer Distances. The plan shall identify buffer distances to be maintained, based on vibration levels and site constraints, between vibration-generating construction equipment and the potentially affected building and/or structure to avoid damage to the extent possible.
- Maximum Vibration Level. Based on the anticipated construction and condition of the residential structure, a qualified acoustic/vibration consultant shall establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices.
- Vibration Monitoring. The plan shall identify the method and equipment for vibration monitoring to ensure that construction vibration levels do not exceed the established standards identified in the plan. Should construction vibration levels be observed in excess of the standards established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible. If vibration has damaged nearby buildings, the structural engineer shall immediately notify the County and prepare a damage report documenting the features of the building and/or structure that have been damaged.
- Periodic Inspections. The plan shall identify the intervals and parties responsible for periodic inspections. The structural engineer shall conduct periodic inspections of the residential structure (as allowed by property owner) during vibration-generating construction activity on the project site. The plan will specify how often inspections occur.
- Repair Damage. The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The residential structure shall be remediated to pre-construction conditions (as allowed by property owner) at the conclusion of vibration-generating activity on the site.

### Operation Vibration

Like existing conditions, operation of the project would include the use of fire station vehicles with rubber tires, which would not be a source of substantial vibration. Projects that involve the use of rubber-tired vehicles rarely show any potential for vibration impacts. For example, a loaded heavy truck, similar to a fire station vehicle, produces a vibration level with a PPV of less than 0.1 inch per second at 25 feet. At that level, vibration would generally not be noticeable. Therefore, it is not anticipated that vehicles accessing the project site would generate perceptible levels of vibration at surrounding land uses. No other aspects of project operation would generate a noticeable level of vibration. Ground-borne vibration from the operation of the project would not result in building damage or a negative community reaction. The project would have a **less-than-significant impact.**

*c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Buchanan Field Airport is a public-use airport approximately 0.4 mile east of the project site. According to the 2000 Contra Costa County Airport Land Use Compatibility Plan (ALUCP), the project site falls outside the 50–55 dBA Community Noise Equivalent Level (CNEL) contour (Contra Costa County Airport Land Use Commission 2000). The project would consist of sleeping quarters (i.e., residential uses). The 2000 ALUCP designates this land use category as "normally acceptable" and "clearly acceptable" within the 50–55 dBA CNEL contour, according to the noise compatibility criteria in the ALUCP. Because of this, the project would not conflict with the land use restrictions found in the ALUCP.

The project would have a **less-than-significant impact.**

## 2.13.2 Sources of Information

Contra Costa County. 2024. *Contra Costa County 2045 General Plan: Chapter 9, Health and Safety Element*. Adopted November 2, 2024. Available: https://www.contracosta.ca.gov/DocumentCenter/View/84949/Chapter-8---Public-Facilities-and-Services-Element-PDF.

Contra Costa County Airport Land Use Commission. 2000. Contra Costa County Airport Land Use Compatibility Plan. December. Contra Costa County. Available: https://www.contracosta.ca.gov/DocumentCenter/View/856/Buchanan-Field-Airport-Policies. Accessed: June 11, 2025.

Contra Costa County Public Works Department. 2025. Data for Fire Station 9 redevelopment provided by the County.

Federal Highway Administration. 2006. FHWA Construction Noise Handbook. FHWA-HEP-06-015. August. Cambridge, MA.

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment*. FTA Report No. 0123. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed: June 11, 2025.

Fehr & Peers. 2025. *Transportation Analysis for the Pacheco Fire Station 9 Redevelopment Project.*

Hoover & Keith. 2000. *Noise Control for Buildings, Manufacturing Plants, Equipment, and Products.* Houston, TX.

Los Angeles Bureau of Engineering. 2016. *Van Nuys Fire Station 39 Project Draft Environmental Impact Report.* Prepared by ICF.

# 2.14 Population and Housing

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

## 2.14.1 Discussion

*a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The project site is in an urbanized, unincorporated area of Contra Costa County (USGS 2025). The project involves the replacement of the existing fire station with a larger, more modern fire station on the same site; the project does not include new homes or businesses that could directly induce population growth. The new fire station is anticipated to employ an additional six fire personnel drawn from the nearby population and would not result in substantial population growth in Contra Costa County. No extension of roads or other infrastructure is proposed that could directly or indirectly induce population growth. Therefore, the project would have a **no impact**.

*b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project would replace an existing fire station on the same site. It would not displace any existing people or housing; as such, no replacement housing is necessary. Therefore, the project would have **no impact**.

## 2.14.2 Sources of Information

U.S. Geological Survey. 2025. Pacheco. Geographic Names Information Service Database. Available: https://edits.nationalmap.gov/apps/gaz-domestic/public/search/names/1659330. Accessed: November 21, 2025.

# 2.15 Public Services

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | | |
| Fire protection? | ☐ | ☒ | ☐ | ☐ |
| Police protection? | ☐ | ☐ | ☐ | ☒ |
| Schools? | ☐ | ☐ | ☒ | ☐ |
| Parks? | ☐ | ☐ | ☐ | ☒ |
| Other public facilities? | ☐ | ☐ | ☐ | ☒ |

## 2.15.1 Discussion

*a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:*

*Fire Protection?*

The project involves the replacement of the existing fire station with a larger, more modern fire station on the same site allowing the fire station to adequately meet existing and forecasted demand and comply with the response time standards presented in the Contra Costa County General Plan (Contra Costa County 2024). As previously discussed within this IS/MND, the project would result in physical impacts associated with the provision of a new government facility (fire station); all of which are mitigated to less than significant (see mitigation measures AQ-1, BIO-1 through BIO-3, CUL-1, GEO-1, NOI-1 through NOI-3, and TRA-1).

Over the past 5 years, Fire Station 9 experienced a 26.93 percent increase in calls, and anticipates the trend of an approximate 5-percent-per-year increase in calls to continue (Dutter pers comm). The response area of Fire Station 9 will not be increased; the expanded facilities, six additional fire personnel, and additional fire engine will result in quicker response times and more effective service.

Project construction is anticipated to begin in late 2026 and take 17 months to complete. During project construction the fire station would not be operational, thus the surrounding fires stations would be required to temporarily absorb the workload of Fire Station 9. The three nearest fire stations, all within a 3-mile radius of Fire Station 9, are:

- **Fire Station 6:** One Type 1 engine, 1 truck, 1 battalion vehicle, and 21 employees, approximately 2 miles southeast of Fire Station 9 (United Professional Firefighters of Contra Costa County 2024; Google Earth 2025).
- **Fire Station 5:** One Type 1 engine and three employees approximately 2.7 miles to the south of Fire Station 9 (United Professional Firefighters of Contra Costa County 2024; Google Earth 2025).
- **Fire Station 13:** Approximately 2.8 miles to the west of Fire Station 9,

During construction, the current Fire Station 9 staff and resources would be temporarily reassigned and continue to serve at nearby facilities to help alleviate the increased demand on surrounding stations.

The project could therefore affect service ratios, response times, or other performance objectives for fire protection during construction, but will ultimately serve to improve service ratios, response times, and performance objectives for fire protection in the long term. Therefore, the project would have a **less-than-significant impact with mitigation incorporated.**

*Police Protection?*

The project would not result in population growth, nor does it propose new land uses that increase demands on police services; as such, the project would not affect service ratios, response times, or other performance objectives for police protection. Construction of a new or expanded police station would not be required. Therefore, the project would have **no impact**.

*Schools?*

The project site is within the Mt. Diablo Unified School District, and the neighborhood is served by Hidden Valley Elementary School, Valley View Middle School, and College Park High School (Mt. Diablo Unified School District 2025). The addition of six fire personnel to new fire station would not result in substantial population growth, nor does the project propose land uses that increase demands on school services. Therefore, the project would have **no impact.**

*Parks?*

Because the expansion of the fire station would not result in population growth, nor does it propose land uses that increase demands on park services, no construction of new or expanded parks would be required. Therefore, the project would have **no impact**.

*Other Public Facilities?*

The project would not result in population growth, nor does it propose land uses that increase demands on other public facilities including civic, library, medical, and other community facilities. Therefore, the project would have **no impact.**

## 2.15.2 Sources of Information

Contra Costa County. 2024. *Contra Costa County 2045 General Plan*. Adopted November 2, 2024. Available: https://www.contracosta.ca.gov/DocumentCenter/View/84949/Chapter-8---Public-Facilities-and-Services-Element-PDF. Accessed: November 21, 2025.

Dutter, Tracey. Assistant Fire Chief. Contra Costa County Fire Protection District, Concord, CA. April 28, 2025.—Email to Claudia Gemberling.

Google Earth. 2025. Contra Costa County. Available: https://earth.google.com/. Accessed: November 21, 2025.

Mt. Diablo Unified School District. 2025. *Find Your School*. Available: https://www.schoolsitelocator.com/apps/mtdiablo/. Accessed: November 21, 2025.

United Professional Firefighters of Contra Costa County. 2025. Fire Station Bios. Available: https://www.contracostafirefighters.org/fire-station-bios. Accessed: November 11, 2025.

# 2.16 Recreation

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

## 2.16.1 Discussion

Pacheco Creekside Park is northeast of the project site across Center Avenue. Pacheco Creekside Park is a 1.61-acre park built in 2011 and follows the frontage of Grayson Creek.

*a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?*

The project would replace the existing operational fire station with a larger fire station on the same site to support the equipment and staffing needs of a modern fire protection agency. The new fire station would retain its current three employees and is expected to increase staffing to include six additional employees in the future. This expansion does not result in significant population growth, nor does the project propose land uses that increase demands on park services that would increase use of existing parks or recreational facilities to a degree that would result in substantial physical deterioration. Therefore, the project would have **no impact.**

*b) Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

The project does not include recreational facilities or new residential development. Contra Costa County strives to provide 3 acres of local parks per 1,000 residents (Contra Costa County 2025). The new fire station's staffing increase of 6 employees is expected to draw from the nearby population and does not represent significant population growth that would require the construction of new recreational facilities or the expansion of existing recreational facilities. Therefore, the project would have **no impact.**

## 2.16.2 Sources of Information

Contra Costa Public Works. 2025. *Parks and Recreation*. Available: https://www.contracosta.ca.gov/446/Parks-and-Recreation. Accessed: November 21, 2025.

# 2.17 Transportation

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially increase hazards due to a geometric design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |

## 2.17.1 Discussion

In November 2025, Fehr & Peers prepared a transportation analysis memorandum (Attachment F) for the proposed project to satisfy the traffic impact requirements of Contra Costa County.

To evaluate the project's effects on traffic operations, the intersection of Pacheco Boulevard and Center Avenue was analyzed. Weekday AM (7:00 to 9:00 a.m.) and PM (4:00 to 6:00 p.m.) peak-period turning movement counts were collected in April 2025 for the intersection on a clear-weather midweek day. Attachment F includes a summary of the traffic count data.

Two scenarios were evaluated to assess project effects:

- **Existing**: Existing traffic volumes based on traffic counts collected in 2025.
- **Existing plus Project**: Existing conditions plus estimated traffic generated by the project.

Intersection operations including delay and level of service (LOS) were evaluated using the *Highway Capacity Manual,* seventh edition, applied using the Synchro software (version 12). The intersection operations analysis (Attachment F) was conducted to determine if peak hour queues would block the fire station's Center Avenue driveway and to provide data for the air quality and noise analyses prepared for the project.

*a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Relevant transportation-related policies of the Contra Costa County 2045 General Plan include the following.

### Transportation Element

**TR-P2.1.** In addition to any required California Environmental Quality Act (CEQA) review, evaluate the traffic operations effects of proposed projects in accordance with the County's Transportation Analysis Guidelines and other appropriate policy supplements and transportation plans, and best practices. When operational deficiencies are identified, the treatments to address those deficiencies should first prioritize reducing the project's vehicular trips and collision risks and may secondarily consider adding vehicular capacity so long as the

safety and movement of active modes are not compromised. Exceptions to the level of service (LOS) operational standards presented in the Transportation Analysis Guidelines may be granted if the treatments necessary to address operational deficiencies would conflict with other priorities in this General Plan and if the project is otherwise consistent with this Plan.

**TR-P3.2.** Minimize conflicts between vehicles and people who walk, bike, or use micromobility through careful site planning, paying particular attention to driveway locations and internal pedestrian circulation, and prioritizing safety for active modes of travel.

**TR-P4.1.** Plan, design, and maintain improvement projects involving County roadways in accordance with the County's adopted Complete Streets Policy, other applicable policies (e.g., Vision Zero and other safety initiatives), planning documents such as the County ATP and CCTA Countywide Bicycle and Pedestrian Plan, and best practices (e.g., Caltrans, American Association of State and Highway Transportation Officials, and National Association of City Transportation Officials guidance).

**TR-P4.4.** Manage access points along arterial and collector roadways to minimize the number of new driveway or street-type intersections. Consolidate existing street and driveway intersections to limit conflict points as opportunities arise.

## Growth Management Element

**GM-P3.2.** Through the development review process, support accommodation of transit, bicycle, and pedestrian access for new development by applying the County Transportation Analysis Guidelines, Complete Streets Policy, Active Transportation Plan, and related best practices.

As indicated in the November 2025 Fehr & Peers transportation report, the analysis follows Contra Costa County's adopted guidelines and methods.

County Connection currently provides fixed-route and paratransit services throughout Pacheco and the rest of Contra Costa County. There are five bus stops within 0.1 mile of the project site, outlined in **Table 2.17-1**.

**Table 2.17-1. Transit Stop Locations and Facilities**

| Direction | Nearest Bus Stop Location | Routes | Bus Stop Facilities |
|---|---|---|---|
| NB | Pacheco Boulevard, south of Center Avenue | 18, 19, 98X, 316 | Bus stop sign, shelter with bench |
| SB | Pacheco Boulevard, south of Center Avenue | 18, 19, 28, 98X, 316 | Bus stop sign, shelter with bench |
| WB | Center Avenue, west of Pacheco Boulevard | 28 | Bus stop sign |
| EB | Center Avenue, west of Blackwood Drive | 28 | Bus stop sign |

Source: Fehr & Peers 2025.

**Table 2.17-2** below provides service information for the County Connection transit lines.

**Table 2.17-2. Transit Line Descriptions**

| Route | Major Destinations | Days of Operation | Hours of Operation | Headways (minutes) |
|---|---|---|---|---|
| 18 | Martinez Amtrak, Morello Avenue, Diablo Valley College, Gregory Lane, Pleasant Hill BART | Weekdays | 6:00 a.m. to 9:30 p.m. | Every 80 minutes |
| 19 | Martinez Amtrak, Pacheco Boulevard, Concord BART | Weekdays | 7:00 a.m. to 7:30 p.m. | Every 90 minutes |
| 28 | Martinez Amtrak, Contra Costa Regional Medical Center, Veteran Affairs Clinic, Diablo Valley College, Concord BART | Weekdays | 6:45 a.m. to 6:30 p.m. | Every 50 minutes |
| 98X | Martinez Amtrak, Contra Costa Regional Medical Center, Walnut Creek BART | Weekdays | 5:30 a.m. to 7:45 p.m. | Every 45 minutes |
| 316 | Martinez Amtrak, Morello Avenue, Arnold Drive, Diablo Valley College, Pleasant Hill BART | Weekends | 7:00 a.m. to 8:30 p.m. | Every 80 minutes |

Source: Fehr & Peers 2025.

The project proposes no features which conflict with existing or planned transit services and increases in ridership above the available capacities are not expected.

Pedestrian facilities in the study area include sidewalks, crosswalks, and pedestrian signals. Crosswalks and pedestrian push-button actuated signals are provided at the signalized intersection of Center Avenue and Pacheco Boulevard. Nine-foot-wide sidewalks are provided on both sides of Pacheco Boulevard, and five-foot-wide sidewalks are provided on Center Avenue, except for the south side of the overcrossing of Grayson Creek.

The project reduces potential conflicts between vehicles and pedestrians through incorporation of sidewalks abutting the fire station along Center Drive that are 10-feet-wide and along Blackwood Drive that are five-feet-wide. However, Americans with Disabilities Act (ADA) compliant curb ramps are not detailed along the project site's frontage where crossings would occur. As the project is reconstructing these sidewalks, ADA curb ramps will be required in the southeast corner of the Center Avenue/Blackwood Drive intersection along the project frontage.

The project will install two bike racks that can accommodate four bikes. Bicycle access to the site would be provided via Center Avenue or Blackwood Drive.

Center Avenue provides a Class II bike lane west of Aspen Drive (north of Center Avenue) and a Class III bike route east of Pacheco Boulevard. Center Avenue has three proposed projects in the 2025 revised list of local projects within the 2018 Countywide Bike and Pedestrian Plan, as detailed in Table 2.17-3.

**Table 2.17-3. Center Avenue Complete Street Project in 2018 Countywide Bicycle and Pedestrian Plan**

| Limits | Description | Bikeway Class |
|---|---|---|
| Blackwood Drive to Contra Costa Canal | Close sidewalk gaps, widen sidewalks, upgrade pedestrian crossings, and construct Class-IV separated bikeway. Potential for two-way cycle track on south side with fewer driveways and connection to trails. Narrow curb to curb roadway to calm traffic. | Class IV |
| Marsh Drive to Pacheco Boulevard | Improve this section of Pacheco Boulevard with complete streets type improvements including closing sidewalk gaps, installing Class-II bike lanes, provide improved lighting in highway overpass for pedestrian comfort and personal security | Class II |
| Pacheco Boulevard to Blackwood Drive | Improve this section of Pacheco Boulevard with complete streets type improvements including widening the Grayson Creek bridge and installing buffered bike lanes. | - |

Source: Fehr & Peers 2025.

Project construction would be done in compliance with all applicable regulations, including the required installation of Americans with Disabilities Act (ADA) compliant curb ramps in the southeast corner of the Center Avenue/Blackwood Drive intersection along the project's frontage.

A Class IV bicycle facilities is planned along Center Avenue and construction of the project would not prohibit the County's ability to implement it. Through the County's Public Works Director review and approval, future roadways would be altered to accommodate the planned Class IV bicycle facility and fire station driveways. Because the project does not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, the project would have a **less-than-significant impact**.

*b) Would the project conflict with or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?*

State CEQA Guidelines Section 15064.3(b) sets forth the criteria for assessing a project's transportation impacts using vehicle miles traveled (VMT), defined as the "amount and distance of automobile travel attributable to a project." The vehicle miles traveled analysis for the proposed project follows Contra Costa County's adopted guidelines and methods which include metrics, thresholds, and screening criteria for evaluating a project's VMT impact. Land use projects that meet the screening criteria below are presumed not to cause significant VMT impacts and do not require a detailed VMT analysis:

- Projects that:
  - Generate or attract fewer than 110 daily vehicle trips.
  - Projects of 10,000 square feet or less of non-residential space or 20 residential units or less or otherwise generating less than 836 VMT per day.
- Residential, retail, office, or mixed-use projects located within half a mile of high-quality transit.
- Residential projects with home-based VMT at 85 percent or less of the baseline County-wide average or employment projects with employee VMT at 85 percent or less of the baseline Bay Area average in areas with low VMT that incorporate similar VMT-reducing features.

- Public facilities (e.g., emergency services, passive parks, libraries, community centers, public utilities) and government buildings.

The proposed project falls under the public facility VMT screening criteria as a local-serving emergency service. Therefore, the project would have a **less-than-significant impact**.

*c) Would the project substantially increase hazards due to a geometric design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Vehicle access to the project site will be provided via Center Avenue and Blackwood Drive. Up to 16 employee parking spaces and two bike racks would be provided behind the building, accessible from either Blackwood Drive or Center Avenue, through automatic gates. The front parking lot, accessible from Center Avenue, would have three visitor parking spaces. The project does not propose any hazardous design features such as sharp curves or dangerous intersections, or incompatible uses.

Sight distances were evaluated based on sight distance criteria contained in the Highway Design Manual (HDM) published by Caltrans. The recommended sight distance for the intersection of streets is based on corner sight distances, with more sight distance needed for a left turn versus a right turn. The corner sight distance criterion for private road intersections was applied for evaluation purposes. The HDM recommends an equation of D = 1.47 * V * T for corner sight distance, where "D" is corner sight distance, "V" is vehicle speed, and "T" is a time gap dependent on turning movement and design vehicles, which for a passenger car correlates to a "T" of 7.5 seconds for left turns and 6.5 seconds for right turns.

The posted speed limit along Center Avenue is 25 mph; Blackwood Drive does not have a posted speed limit and thus functions under the prima facie speed limit of 25 mph. Adding five mph to each speed limit, the corner sight distance for left-turning traffic is 330 feet and right-turning traffic is 290 feet for both roadways.

Drivers departing from the driveway on Blackwood Drive appear to have adequate sight distances for the conflicting southbound traffic; however, views of the northbound traffic could be obstructed by landscaping on the adjacent property. Drivers departing from the Center Avenue driveway appear to have adequate sight distance for eastbound conflicting traffic; however, views of the westbound traffic may be obstructed by the existing bridge railing.

Because of the posted speed limits and roadway configuration, the Project would not substantially increase traffic hazards. Therefore, the project would have a **less-than-significant impact**.

*d) Would the project result in inadequate emergency access?*

Several factors determine whether a project has enough access for emergency vehicles, including the following:

- Number of access points
- Width of access points
- Width of internal roadways

The project site has two access points, with driveways at Center Avenue and Blackwood Drive and internal roadways that are designed to accommodate fire engines. The project would provide adequate emergency vehicle access. Therefore, the project would have a **less-than-significant impact**.

## 2.17.2 Sources of Information

Fehr & Peers. 2025. *Transportation Analysis for the Fire Station 9 Redevelopment Project (County Project No. WH728A)*. November 17, 2025.

# 2.18 Tribal Cultural Resources

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and: | ☐ | ☒ | ☐ | ☐ |
| i) listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(K), or | | | | |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | | | | |

## 2.18.1 Discussion

*a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and:*

*i) Listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(K), or*

*ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

As discussed in Section 2.3, Cultural Resources, the project would not have an impact on historical and non-tribal archeological resources.

In relation to tribal cultural resources, on July 22, 2024, HELIX requested that staff at the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands File (SLF) for the presence of Native American sacred sites or human remains in the vicinity of the project site. A written response received from the NAHC on July 30, 2024, stated that the results of the SLF search were positive. Therefore, the project would result in a potentially significant impact.

Costa Contra County conducted the tribal consultation for the project. Tribes that have previously requested to be notified of projects within Contra Costa County under AB 52, which requires public agencies to consult with tribes during the CEQA process, include Wilton Rancheria and

Confederated Village of Lisjan Nation (CVLN). CVLN requested consultation on February 4, 2025. Wilton Rancheria did not request consultation or provide information about resources.

The County and CVLN had a consultation meeting on March 25, 2025, and CVLN requested additional information about site records and project excavation depths. The County provided site record information and continued to correspond and consult with CVLN regarding the methods of resource investigation identification and avoidance, mitigation, and monitoring measures**.** Measures were agreed upon and consultation was concluded on November 19, 2025. Implementation of **Mitigation Measures TCR-1 and TCR-2 in addition to CUL-1** would require the presence of a Native American monitor when ground disturbance would occur within the agreed-upon environmentally sensitive area (ESA) and outline the process, responsibilities, and requirements of the County and CVLN in the event that potential tribal cultural resources are discovered. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

**Mitigation Measure TCR-1: Native American Monitoring.**

- The ESA shall be established where excavation activities would occur in previously undisturbed soil.
- Prior to ground disturbing activities, a CVLN tribal monitor(s) shall be retained. Archaeological tribal monitoring by tribal monitor(s) shall be conducted during all ground disturbing activities within the boundaries of the Environmentally Sensitive Area. Monitoring may be reduced or halted at the discretion of the CVLN monitor, in consultation with the County Fire as warranted by conditions such as encountering bedrock, sediments being excavated are fill, negative findings during the first 50 percent of the entire area of ground disturbance, etc. If monitoring is reduced to spot checking, spot checking shall occur when ground disturbing activities moves to a new location within the project site and/or when ground disturbance will extend to depths not previously reached (unless those depths are within bedrock). The tribal monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified.
- CVLN tribal monitor(s) will have the authority to halt and redirect work should any archeological or tribal cultural resources be identified during monitoring.
- If archeological or tribal cultural resources are encountered during ground disturbing activities, work within 100 feet of the find must halt and the find must be evaluated for listing in the CRHR and NRHP.

**Mitigation Measure TCR-2. Unanticipated Discovery of Archaeological and/or Tribal Cultural Resources**

- The Contractor shall be notified of the possibility of encountering archaeological and/or tribal Cultural materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform Contractors of requirements during construction.
- Prior to the initiation of construction activities, a qualified archaeologist and tribal monitor shall provide Worker Environmental Awareness Program (WEAP) training to construction personnel with an overview of applicable laws, Project mitigation measures, and procedures

to be followed with regards to historical, archaeological, and tribal resources that may be encountered over the course of the project.

- Procedures for discovery include:
  - If potential archaeological and/or tribal cultural resources are encountered during construction, the contractor shall cease all ground disturbing activities within a 100-foot radius of the find and the find must be evaluated for listing in the CRHR and NRHP. The contractor shall immediately notify the County resident engineer or their designated representative to request a qualified archaeologist and a Confederated Villages of Lisjan Nation representative to assess the nature and significance of the find to determine if the find is a tribal cultural resource and thus significant under CEQA and/or the tribe. The archaeologist shall stake the area of discovery, placing stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery.
  - If the finding(s) is not determined to be potentially significant, work may resume. If the finding(s) is determined to be potentially significant, the archaeologist in consultation with the tribal representatives shall develop a mitigation plan outlining management of the resource, analysis, reporting of the find, and reburial of cultural items. The plan shall be implemented by the County in accordance with state guidelines and in consultation with the consulting tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting tribe and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for the tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, heritage recovery, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of any further activities by a tribal representative, and/or returning the objects to a location within the project area where they will not be subject to future impacts. Preservation in place (i.e., avoidance) is typically the preferred manner of treatment of tribal resources and cultural items. Tribal cultural resources shall not be permanently curated, unless specifically requested by the tribe. Work may resume according to the recommendations in the mitigation plan.
  - Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to Contra Costa County Department of Conservation and Development, the Northwest Information Center (NWIC), and the California Office of Historic Preservation (OHP), as required.

## 2.18.2 Sources of Information

HELIX. 2025. *Fire Station 9 Project No. WH7728 Cultural and Historic Resources Evaluation.*

# 2.19 Utilities and Service Systems

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment (for stormwater drainage), electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during official dry and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

## 2.19.1 Discussion

*a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment (for stormwater drainage), electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The project site is developed with a fire station and water, wastewater, electric/gas and telecommunication services are provided by the Contra Costa Water District (CCWD), Central Contra Costa Sanitary District (Central San), Pacific Gas & Electric, and Comcast.

The project would add six additional employees to the existing fire station staff, While the expanded (reconstructed) fire station would have an increase in demand for services proportionate to the increase in size and employees, the existing infrastructure is adequately sized to meet the increased demand and would involve only localized infrastructure improvements and connections to accommodate site development.

The existing electric pole on Blackwood Avenue would need to be relocated. Although there would be various upgrades and connections to the existing infrastructure that occurs within and surrounding the site, the extent of impacts would be examined in the context of the project as a whole (i.e., grading for utility trenches would be considered in overall grading plan). The project would not result in the need for new or expanded water, wastewater treatment or storm drainage, electric power, natural gas, or telecommunication facilities.

Utility and drainage relocations would be done in compliance with all applicable regulations and would not cause a significant environmental impact. Therefore, the project would have a **less-than-significant impact**.

*b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during official dry and multiple dry years?*

The project site is located within the CCWD service area. The CCWD provides water to its service area through a combination of purchased imported water, groundwater, and recycled water. According to the most recent CCWD Water Management Plan (WMP), CCWD does not anticipate any supply deficits in normal years or single-dry years throughout the planning horizon however, CCWD may have supply shortfalls in future years of up to 15 percent of demand in the later years of a multiple dry year conditions (CCWD 2021). The WMP outlines the strategies for any potential supply shortfalls experienced during dry year conditions that include a combination of a short-term conservation program and/or short-term water purchases, consistent with the CCWD's future water supply study and includes the purchase of additional water supply if necessary to meet the water supply reliability goal.

The project site currently supports a fire station, and the project would not introduce a new use that would alter the pattern of water usage. Although demand may increase incrementally with the increase of employees housed at the site, this increase would be countered with the installation of improved infrastructure (e.g., water efficient plumbing) to meet LEED Silver standards and drought-resistant landscaping.

Moreover, fire protection is a priority, and in the event that CCWD determined that the ordinary demands and requirements of water consumers within the service area cannot be satisfied without depleting the water supply to the extent that there would be insufficient water for human fire protection, in accordance with the California Water Code, conservation efforts are required to be implemented (as outlined in the WMP). Therefore, the project would have a **less-than-significant impact**.

*c) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

As noted in 2.19.1(a), the project would not be expected to produce an unmanageable added capacity demand on the wastewater system, nor interfere with existing facilities. Therefore, the project would have a **less-than-significant impact**.

*d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

During construction, the project would generate waste as part of normal construction activities and from the demolition of the existing structure. In accordance with the County's CALGreen Construction and Demolition Debris Recovery Program, the County requires that at least 65 percent of construction and demolition debris be reused, recycled or otherwise diverted from a landfill. In accordance with CALGreen, the project conditions of approval will include that the construction contractor provides a construction and demolition plan prior to the issuance of demolition and grading permits and provide post-project documentation.

The project site currently supports a fire station, and the new station, which would include six additional employees, may generate additional waste. However, the waste from six additional employees would be a negligible change to the waste stream in type or quantity that would negatively affect waste services and could be managed by the existing provider and facilities. Republic Services provides solid waste collection, disposal, recycling, and yard waste services for

the project site and the project would include three-stream collections (trash, recycling, and organic waste).

Waste from the site is ultimately transferred to the Keller Canyon Landfill. Keller Canyon Landfill is 1,399 acres with 244 acres used for disposal. The landfill is permitted to accept 3,500 tons/day and the remaining capacity is 63,408,410 cubic yards. Based on the remaining capacity at Keller Canyon Landfill, sufficient capacity would be available to accommodate the project's solid waste needs. Therefore, the project would have a **less-than-significant impact**.

*e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The proposed project would be required to comply with federal, state, and local waste reduction and recycling regulations, particularly those contained in the California Integrated Waste Management Act (Assembly Bill 939); Division 4.4, Material Conservation and Resource Efficiency, of CALGreen; and the City's Construction and Demolition Debris Recycling Ordinance.

The project would be LEED Silver equivalent. To receive the credits to achieve LEED certification, a project must demonstrate that waste reduction and management strategies have been incorporated into both construction and operation, Typical actions include diverting construction waste from landfills through recycling and reuse, reuse of existing and salvaged materials or using construction materials with high recycled content, dedicated recycling area, collection systems, and tracking ongoing waste generation and diversion during operation.

Therefore, the project would have a **less-than-significant impact**.

## 2.19.2 Sources of Information

Contra Costa Water District. 2021. *2020 Water Management Plan.* Available: 2020-https://www.ccwater.com/DocumentCenter/View/9851/2020-Urban-Water-Management-Plan-PDF Urban-Water-Management-Plan-PDF.

# 2.20 Wildfire

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:* | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☒ |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ☐ | ☒ |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☒ | ☐ |

## 2.20.1 Discussion

*a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The County has not adopted an emergency response plan for the Pacheco area, and thus the project would not impair implementation of or physically interfere with such a plan. In addition, the project is designed to comply with County and Fire District standards for roadways and emergency vehicle access and compliance would be verified by both agencies prior to and after construction. Similarly, the project would not impact implementation of or physically interfere with an emergency evacuation system. The Emergency Alert System and Emergency Digital Information Service are the primary systems used to inform the public of emergencies and threats to health, safety, and welfare. These systems are electronic and operated by government agencies in conjunction with television and radio stations. In the event of an emergency, these systems are used to broadcast emergency information, such as evacuation alerts, across all radio and television stations in the affected area. Due to the electronic nature of these systems, there is no possibility they would be impacted by the project. Therefore, the project would have **no impact.**

*b) Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

According to CAL FIRE's State Responsibility Area Fire Hazard Severity Zones Map, the project site is not within a Very High, High, or Moderate Fire Hazard Severity Zone and is not within or near a state responsibility area. The project site is flat and in an urbanized area subject to a Local Responsibility Zone (LRA) where a local agency bears responsibility for preventing and suppressing wildfires (CAL FIRE 2025a; 2025b). The project site is in Contra Costa County's Unincorporated Local Responsibility Area and is in an unzoned LRA; the local fire protection agency for the project site is the Contra Costa County Fire Protection District (CAL FIRE 2025b; Contra Costa County Fire Protection District 2025).

Redevelopment of the existing fire station would continue to address and respond to fires. As such, the project would not exacerbate wildfire risk and thereby expose occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. Therefore, the project would have **no impact**.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The project involves the redevelopment of an existing fire station in an urbanized area and therefore, would not require the installation of new water, power, and other utility connections. The project would be built in compliance with applicable state and local building, engineering, and environmental standards and regulations. Moreover, the project involves the construction of a fire station that would address and respond to fire risks in the area. Therefore, the project would have **no impact.**

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project is limited to the construction of a replacement fire station on relatively flat ground where minor amounts of grading will occur. While the project site will be raised a couple of feet due to its location within a 100-year floodplain zone, drainage will be designed for flood flows. As discussed in Sections 2.7 (Geology/Soils) and 2.10 (Hydrology/Water Quality) of this IS/MND, the project, with the required regulatory adherence, would not expose people or structures to significant risks, including downslope or downstream flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Therefore, the project would have **a less-than-significant impact.**

## 2.20.2 Sources of Information

California Department of Forestry and Fire Protection. 2025a. *Fire Hazard Severity Zones*. Available: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones?itid=lk_inline_enhanced-template.

California Department of Forestry and Fire Protection. 2025b. *Find Your Fire Hazard Severity Zone*. Available: https://experience.arcgis.com/ experience/5065c998b4b0462f9ec3c6c226c610a9.

Contra Costa County Fire Protection District. 2025. *Fire Hazard Severity Zones in Local Response Areas*. Available: https://experience.arcgis.com/experience/2ef5360a18394780baa32080f05825bb.

# 2.21 Mandatory Findings of Significance

| | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less-than-Significant Impact* | *No Impact* |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a) Does the project have the potential to substantially degrade the quality of the environment substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☒ | ☐ | ☐ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

## 2.21.1 Discussion

*a) Does the project have the potential to substantially degrade the quality of the environment substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

As described in Section 2.4, Biological Resources, no special-status plant species were observed during the field survey. Because they are not expected to occur on the project site due to a lack of suitable habitat the project would have no impact on plants or plant communities. However, there is moderate potential for special-status wildlife species including western burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), and white-tailed kite (*Elanus leucurus*), as well as non-special-status migratory or nesting birds protected by the MBTA, such as red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), and savannah sparrow (*Passerculus sandwichensis*), to occur on the project site. Project construction would result in the loss of suitable habitat and construction activities may result in injury, mortality, or disruption of normal behaviors if these species are present. In addition, project operations and the associated presence of humans, vehicles, and permanent nighttime lighting may result in injury, mortality, or disruption of normal behaviors for special-status wildlife. Implementation of **Mitigation Measures BIO-1 through BIO-3** would require pre-construction surveys for burrowing owl, nesting Swainson's hawks, and non-special-status migratory and nesting birds, which would also detect any white-tailed kites nesting in the site vicinity, and avoidance measures and construction monitoring would be required if the species is present. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

Section 2.5, Cultural Resources; Section 2.7, Geology/Soils; and Section 2.18, Tribal Cultural Resources, indicate that the project would not disturb any known historical or prehistoric resources.

However, as described in Sections 2.5, 2.7, and 2.18, project construction could discover historical or prehistoric resources, including human remains, if present within the project site, a potentially significant impact. Implementation of **Mitigation Measures CUL-1, GEO-1, and TCR-1**, which outline the course of action if historical, prehistoric, and human remains are discovered, would reduce the project's potential impact on unknown examples of the major periods of California history or prehistory to a **less-than-significant impact with mitigation incorporated**.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The County has not identified any cumulative projects within the project area.

Implementation of the proposed project would not result in individually limited, but cumulatively considerable significant impacts. As discussed under item 2.3.1.b, the project's emissions of criteria pollutants would not exceed the Air District screening thresholds. Therefore, the project's operational activities would not result in a cumulatively considerable net increase of criteria pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Similarly, the project would have a less-than-significant impact in relation to GHG, which is inherently discussed in terms of cumulative impacts.

All resource topics associated with the project have been analyzed in accordance with State CEQA Guidelines and found to pose no impact, less-than-significant impact, or less-than-significant impact with mitigation incorporated. Potential cumulative projects that could be constructed in the vicinity of the project would be required to comply with existing applicable federal, state, and local regulations. Therefore, the project would have a **less-than-significant cumulative impact with mitigation incorporated**.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The project would not consist of any uses or activities that would negatively affect any people in the vicinity. In addition, resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and found to pose no impact, less-than-significant impact, or less-than-significant impact with mitigation. As discussed in Sections 2.3 and 2.9 of this Initial Study, there are no concerns in relation to air quality that cannot be mitigated (see **Mitigation Measure AQ-1**), no concerns from past activities at the site, and no present hazardous materials and/or wastes concerns have been identified. No potential land use consistency conflicts related to noise impacts that would impact human beings and cannot be mitigated to less than significant have been identified (see **Mitigation Measures NOI-1** and **NOI-2**). Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

With implementation of the identified mitigation measures in this Initial Study, the proposed project would not have environmental effects that would directly or indirectly cause substantial adverse effects on human beings. All identified mitigation measures will be included in the conditions of approval for this project, and the project sponsor will be responsible for implementation of the measures. As a result, there would not be any environmental effects that would directly or indirectly cause substantial adverse effects on human beings. Therefore, the project would have a **less-than-significant impact with mitigation incorporated**.

## 2.21.2 Sources of Information

Please see Sections 2.1 through 2.20.

# Chapter 3
# List of Preparers

## 3.1 Contra Costa County Public Works Department (County)

- Claudia Gemberling—Principal Environmental Analyst
- Laura Cremin—Environmental Analyst III
- Christian Montoya—Environmental Analyst I

## 3.2 ICF (Environmental Consultant)

- Kara Palm—Project Manager
- Susan Swift—Aesthetics, Agriculture and Forestry Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal and Cultural Resources, Utilities and Service Systems, Wildfire
- Cory Matsui—Air Quality
- Jacqueline Mansoor—Air Quality
- Danika Tsao—Biological Resources
- Mario Barrera—Hazards and Hazardous Materials
- Katrina Sukola— Hydrology and Water Quality
- Jason Volk—Noise
- Allison Medina—Built Environment
- Lindsley Britton—Archeologist
- John Mathias—Editor
- David Lucas—Document Production

## 3.3 Fehr & Peers (Transportation)

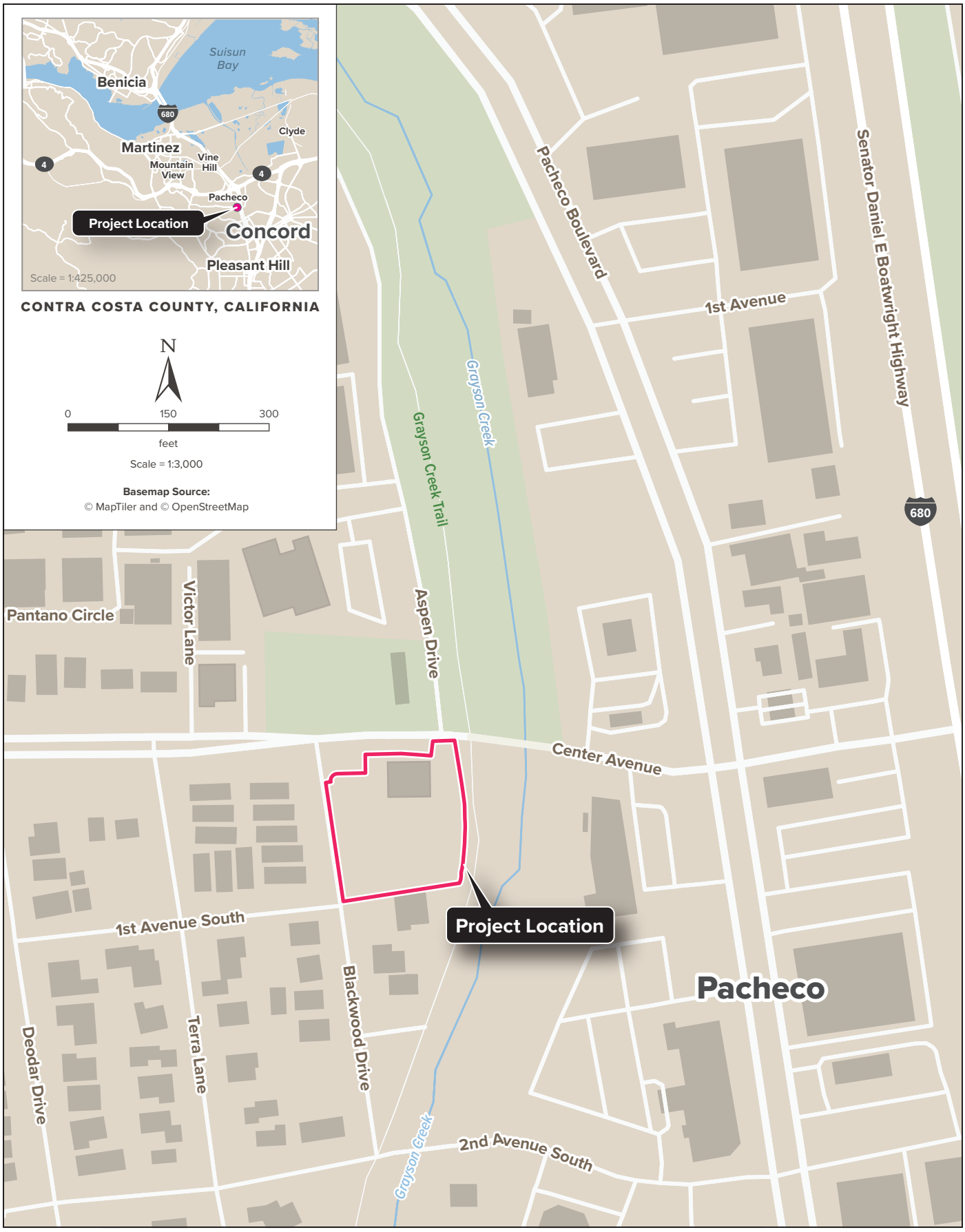
- Bill Burton—Principal

## 3.4 Contra Costa County Fire Protection District (Lead Agency)

- Sam Nichols—Assistant Chief
- Aaron McAlister—Deputy Fire Chief
- Tracie Dutter—Deputy Fire Chief

Attachment A

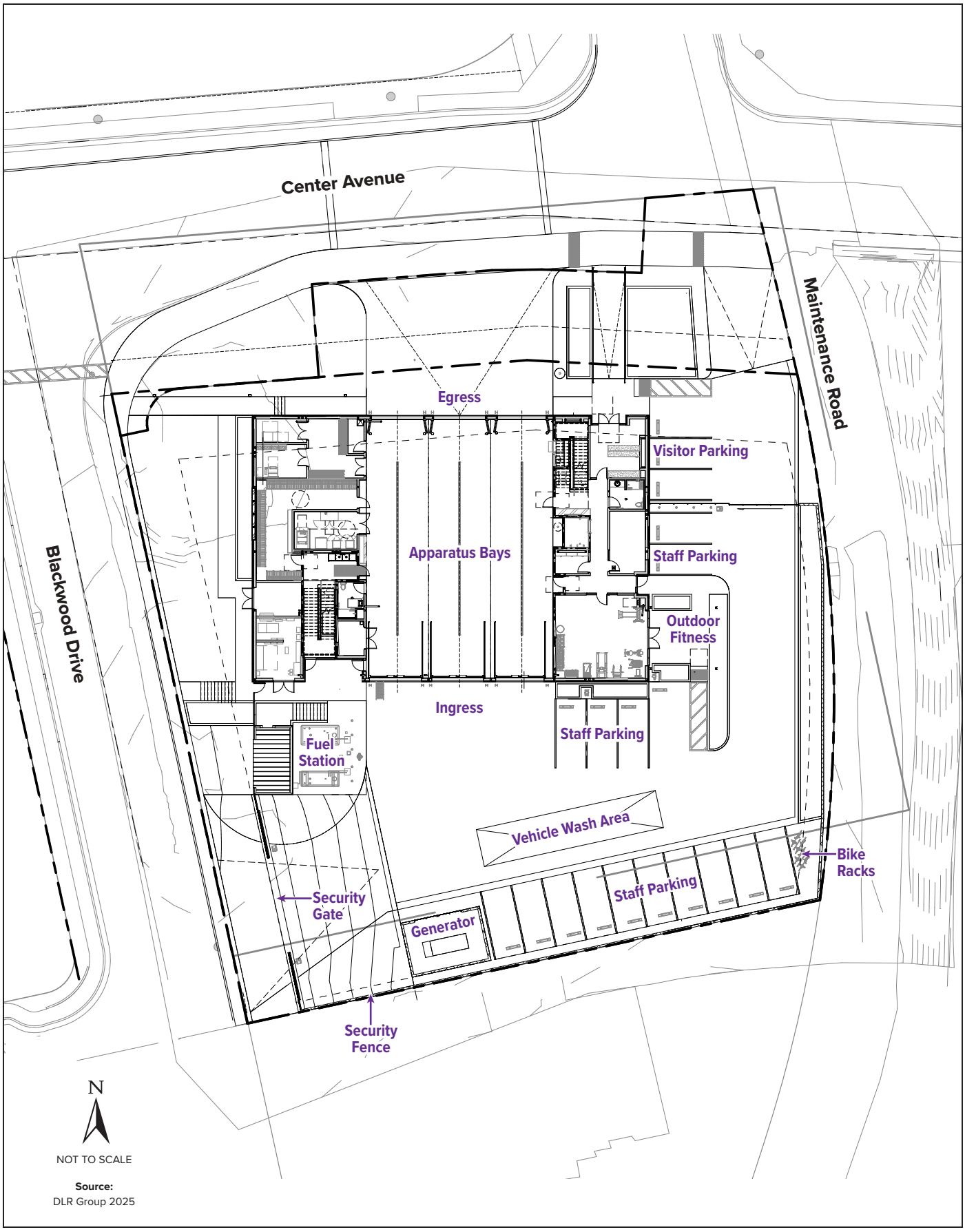
# Site/Project Plans




Graphics ... 104857 Co Contra Costa FS 9 (5-22—2025)

ICF

**Figure 1**
**Project Location**
Fire Station 9 Redevelopment Project




Graphics ... 104857 Co Contra Costa FS 9 (5-23-2025)

**Figure 2**
**Conceptual Site Plan**
Fire Station 9 Redevelopment Project


*Street View Looking South*

**Note:** Image is conceptual until after project approval. The proposed building height would be approximately 35 feet high.

**Source:** DLR Group, 2025

**Figure 3**
**Conceptual Building Views**
Fire Station 9 Redevelopment Project


*Street View Looking North*

**Note:** Image is conceptual until after project approval. The proposed building height would be approximately 35 feet high.

**Source:** DLR Group, 2025

**Figure 3**
**Conceptual Building Views**
Fire Station 9 Redevelopment Project

Attachment B

# Air Quality/Greenhouse Gas Emissions Analysis

Attachment C

# Cultural and Historic Resources Evaluation

Attachment D

# Geotechnical Investigation

Attachment E

# Noise and Vibration Analysis Memorandum

Attachment F

# Transportation Analysis Memorandum

Attachment G

# Mitigation Monitoring and Reporting Program for the ~~Draft~~ Final IS/MND

The following Mitigation Monitoring and Reporting ~~Plan~~ Program (MMRP) will be implemented as part of the Fire Station 9 Redevelopment Project. Contra Costa County Fire Protection District (CCCFPD) is responsible for ensuring these measures are implemented by CCCFPD staff and by Contractors working on behalf of CCCFPD.

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| **Impact AQ-b:** Project construction would create fugitive dust emissions. | **Mitigation Measure AQ-1: Implement the Air District's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions**<br>The project sponsor shall require its contractor(s) to implement the *Basic Best Management Practices for Construction-Related Fugitive Dust Emissions* recommended by the Air District. The emissions reduction measures shall include, at a minimum, the following practices.<br>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.<br>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.<br>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.<br>• All vehicle speeds on unpaved roads shall be limited to 15 mph.<br>• All roadways, driveways, and sidewalks to be paved as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.<br>• All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.<br>• All trucks and equipment, including their tires, shall be washed prior to leaving the site.<br>• Unpaved roads providing access to sites located 100 feet or more from a paved road shall be | During construction | Contractor and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | treated with a 6- to 12-inch layer of compacted wood chips, mulch, or gravel.<br>• Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's general air pollution complaints number shall also be visible to ensure compliance with applicable regulations. | | | | |
| **Impact AQ-c:** Project construction has the potential to expose sensitive receptors to substantial pollutant concentrations | **Mitigation Measure AQ-1: Implement the Air District's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions** | During construction | Contractor and CCCFPD | CCCFPD | |
| **Impact BIO-a:** Project construction and operations have the potential to result in injury, mortality, or disturbance of normal behaviors of migratory and nesting birds, white-tailed kite, and special-status bats if present | **Mitigation Measure BIO-1: Avoid and Minimize Impacts on Nesting and Migratory Passerine Birds and Raptors**<br>If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors (birds of prey) within the project site and the large trees within the adjacent area will be conducted by a qualified biologist no more than five (5) days prior to the commencement of site grading or construction activities. The survey area (area of influence) shall include the project site and those adjacent areas within 250 feet of the project site. If any bird listed under the Migratory Bird Treaty Act is found | Prior to and during construction | Qualified biologist, Contractor, and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | to be nesting within the project site or within the area of influence, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 200 feet for raptors. The distance shall be determined by the competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. If an active nest is located in a tree or shrub designated for removal, the removal shall be deferred until the young are no longer dependent on the nest site, as determined by a qualified biologist. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).<br><br>**Mitigation Measure BIO-2: Avoid and Minimize Impacts on Roosting Bats**<br><br>To avoid take of roosting bats, a preconstruction survey of buildings to be demolished or trees to be trimmed or removed shall be conducted prior to the start of by a qualified wildlife biologist in accordance with *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2019). If special-status roosting bats are found, an avoidance or mitigation plan prepared by a qualified wildlife | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | biologist shall be developed and implemented to avoid take of roosting bats. Avoidance measures may include conducting construction, demolition, tree-trimming or tree-removal outside of hibernation and maternal roosting time periods (April 1 through October 31) and excluding bats from buildings after they have left the roost to forage at night by closing entrances. | | | | |
| **Impact CUL-b:** The project has the potential to disturb unknown subsurface cultural resources during construction. | **Mitigation Measure TCR-1: Native American Monitoring.**<br>• The ESA shall be established where excavation activities would occur in previously undisturbed soil.<br>• Prior to ground disturbing activities, a CVLN tribal monitor(s) shall be retained. Archaeological tribal monitoring by tribal monitor(s) shall be conducted during all ground disturbing activities within the boundaries of the Environmentally Sensitive Area. Monitoring may be reduced or halted at the discretion of the CVLN monitor, in consultation with the County Fire as warranted by conditions such as encountering bedrock, sediments being excavated are fill, negative findings during the first 50 percent of the entire area of ground disturbance, etc. If monitoring is reduced to spot checking, spot checking shall occur when ground disturbing activities moves to a new location within the project site and/or when ground disturbance will extend to depths not | Prior to and during construction | CCCFPD | Monitor and CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | previously reached (unless those depths are within bedrock). The tribal monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified.<br>• CVLN tribal monitor(s) will have the authority to halt and redirect work should any archeological or tribal cultural resources be identified during monitoring.<br>• If archeological or tribal cultural resources are encountered during ground disturbing activities, work within 100 feet of the find must halt and the find must be evaluated for listing in the CRHR and NRHP. | | | | |
| **Impact CUL-c:** There is the potential to unearth unknown human remains, | **Mitigation Measure CUL-1: Procedures for Discovery of Human Remains**<br>• In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance within 100 feet of the remains. The Contra Costa County Coroner will be contacted immediately to determine whether the remains are Native American and if an investigation of the cause of death is required. At the same time, an archaeologist shall be contacted to assess the situation.<br>• If the Coroner determines the remains may be those of a Native American, the Coroner shall contact the Native American Heritage | During construction | Contractor, Monitor, and CCCFPD | Monitor and CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | Commission (NAHC) by telephone within 24 hours of this identification. The NAHC shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated funerary objects.<br>• Once NAHC identifies the MLD, the tribe shall make every effort to recommend keeping ancestral remains and funerary objects in situ and protected. If removal of burials is necessary, tribal representatives shall work with the qualified archaeologist to ensure that excavation and documentation are treated carefully, ethically, and respectfully. No photography or testing shall be conducted on Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The archaeologist shall recover information, AS appropriate and in accordance with the recommendations of the MLD and/or tribal representative. The archaeologist shall prepare a report of all activities, including the recommendations for the treatment of the human remains and any associated funerary objects as provided by the MLD. The report shall be submitted to the County, the Northwest Information Center, and the tribe.<br>• Tribal representatives shall rebury the Native American human remains and associated funerary objects with appropriate dignity either: 1) In accordance with the recommendations of the MLD if available; or 2) In the project vicinity at a location mitigated | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | between the tribal representative and the County, where the reburial would be accessible to tribal members, protected in perpetuity, and would not be subject to further subsurface disturbance. The discovery is to be documented on DPR 523 forms and otherwise kept confidential and secure to prevent any further disturbance. | | | | |
| **Impact GEO-f:** There is the potential during construction to disturb unknown unique paleontological resource or site or unique geological feature. | **Mitigation Measure GEO-1: Procedures for Paleontological Resources**<br>Contractor(s) shall be notified of the possibility of encountering paleontological materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform contractors of requirements during construction.<br>Implement the following measures if potential unanticipated paleontological resources are discovered during project construction.<br>• Contractor will be educated on the types of materials that may be encountered.<br>• If an inadvertent discovery is made, the contractor will cease all ground-disturbing activities in the area of discovery.<br>• The contractor will immediately notify the County who will then request a qualified paleontologist to evaluate the finding(s).<br>• If the finding(s) is determined to be potentially significant, the archaeologist will develop a research design and treatment plan outlining management of the resource, analysis, and | Prior to and during construction | Qualified paleontologist, and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | reporting of the find. Such plan may include data recovery and analysis, preparation of a final report, and the formal transmission or delivery of any fossil material recovered to a paleontological repository, such as the University of California Museum of Paleontology. If project activities cannot avoid the resources, the adverse effects will be mitigated in accordance with CEQA Guidelines Section 15126.4(b)(3). Upon completion of project activities, the final report will document methods and findings of the mitigation and be submitted to Contra Costa County and a suitable paleontological repository. | | | | |
| **Impact HAZ-b:** Demolition of the existing structure has the potential to release hazardous materials into the environment, | **Mitigation Measure HAZ-1: Conduct a Hazardous Building Materials Survey prior to Demolition.**<br>Prior to the issuance of any demolition permit, the applicant shall ensure that a Hazardous Building Materials Survey is conducted (or has been conducted) by a licensed contractor on the structure to be demolished. The survey shall identify the presence of hazardous building materials including asbestos-containing materials, lead-based paint, and PCBs. Should the survey determine that asbestos-containing materials, lead-based paint, or other hazardous building materials are present, the following actions shall be implemented by the applicant.<br>• A Health and Safety Plan shall be developed by a certified industrial hygienist for potential asbestos-containing materials, lead-based paint, or other hazardous building materials risks present during demolition. The Plan | Prior to demolition | Contractor and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | shall then be implemented by a licensed contractor. The Plan shall comply with federal OSHA and Cal/OSHA requirements.<br>• Necessary approvals shall be acquired from Contra Costa County (by the licensed contractor) for specifications or commencement of abatement activities. Abatement activities shall be conducted by a licensed contractor.<br>• Prior to demolition of building materials containing asbestos, the Air District shall be notified ten days prior to initiating construction and demolition activities. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. In addition:<br>○ Asbestos shall be disposed of at a licensed disposal facility to be identified by the licensed contractor.<br>○ The local office of the Cal/OSHA shall be notified of asbestos abatement activities.<br>○ Asbestos abatement contractors shall follow state regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos- | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | related work involving 100 square feet or more of asbestos containing material.<br>○ Asbestos removal contractors shall be certified as such by the Contractors Licensing Board of the State of California. | | | | |
| **Impact LU-b:** The project could conflict with a land use plan or policy | **Mitigation Measures AQ-1, BIO-1-, BIO-2, CUL-1, GEO-1, NOI-1, and NOI-2** | Prior to and during construction | Contractor and CCCFPD | CCCFPD | |
| **Impact NOI-a:** Construction equipment noise could generate noise more than standards. | **Mitigation Measure NOI-1: Implement Noise Control Practices During Construction**<br>The project sponsor shall require its contractor(s) to implement noise control practices during demolition and construction to minimize noise levels in the community. Best practices to minimize construction noise include the following:<br>• Locating stationary equipment (e.g., generators, pumps, cement mixers, idling trucks) as far as possible from noise-sensitive land uses.<br>• Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices such as exhaust mufflers that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.<br>• Preventing excessive noise by shutting down idle vehicles or equipment. | Prior to and during construction | Contractor and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | • Using noise-reducing enclosures around noise-generating equipment.<br>• Notifying adjacent residents in advance of construction work. | | | | |
| **Impact NOI-a:** Construction equipment noise could generate noise more than standards. | **Mitigation Measure NOI-2: Design Noise Attenuation for the HVAC System and Emergency Generator Enclosure to Meet County Noise Standards**<br>The project sponsor shall require its contractor(s) to implement this measure to ensure that operational noise levels shall not exceed the County standard of 1.5 dB above ambient DNLs levels found in the General Plan. This can be achieved through low-noise equipment specifications or acoustic treatments such as louvers or silencers. Verification noise monitoring shall be conducted to confirm that acoustic treatments will reduce operational noise to comply with the General Plan. The acoustic treatments for the HVAC system and emergency generator shall include, but are not limited to, the following:<br>• Enclosing noise-generating mechanical equipment;<br>• Installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment;<br>• Using mufflers or silencers on equipment exhaust fans;<br>• Orienting or shielding equipment to protect noise-sensitive receptors to the greatest extent feasible; | Prior to and during construction | Contractor and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | • Increasing the distance between noise-generating equipment and noise-sensitive receptors; and<br>• Placing barriers around the equipment to facilitate the attenuation of noise. | | | | |
| **Impact NOI-b:** Construction activities could generate excessive vibration. | **Mitigation Measure NOI-3: Protect Adjacent Buildings/Structures and Vibration Monitoring During Construction**<br>The project sponsor shall require its contractor(s) to implement a vibration management and monitoring plan during demolition and construction to 1) avoid project-related construction vibration damage to adjacent buildings and/or structures and 2) ensure that any such damage is documented and repaired. The vibration management and monitoring plan shall include the following components, as applicable:<br>• Pre-construction Survey. Prior to the start of any ground-disturbing activity, the project sponsor or its contractor(s) shall engage a structural engineer or other professional consultant with similar qualifications to undertake a pre-construction survey of the residential building just south of the project site that may be affected and document and photograph the existing conditions.<br>• Use of Alternative Construction Equipment and Techniques. The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., smaller, lighter equipment could be used in some cases). | Prior to and during construction | Contractor and CCCFPD | CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | • Buffer Distances. The plan shall identify buffer distances to be maintained, based on vibration levels and site constraints, between vibration-generating construction equipment and the potentially affected building and/or structure to avoid damage to the extent possible.<br>• Maximum Vibration Level. Based on the anticipated construction and condition of the residential structure, a qualified acoustic/vibration consultant shall establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices.<br>• Vibration Monitoring. The plan shall identify the method and equipment for vibration monitoring to ensure that construction vibration levels do not exceed the established standards identified in the plan. Should construction vibration levels be observed in excess of the standards established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible. If vibration has damaged nearby buildings, the structural engineer shall immediately notify the County and prepare a damage report documenting the features of the building and/or structure that have been damaged.<br>• Periodic Inspections. The plan shall identify the intervals and parties responsible for | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | periodic inspections. The structural engineer shall conduct periodic inspections of the residential structure (as allowed by property owner) during vibration-generating construction activity on the project site. The plan will specify how often inspections occur.<br>• Repair Damage. The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The residential structure shall be remediated to pre-construction conditions (as allowed by property owner) at the conclusion of vibration-generating activity on the site. | | | | |
| **Impact PS-a:** There is the potential for substantial adverse impacts associated with the provision of a new governmental facility (Fires Station) | **Mitigation Measures AQ-1, BIO-1, BIO-2, CUL-1, and GEO-1, NOI-1, NOI-2, and TCR-1** | Prior to and during construction | Contractor and CCCFPD | CCCFPD | |
| **Impact TCR-a:** There is the potential for an adverse change in the significance of unknown tribal cultural resources during construction. | **Mitigation Measure TCR-1: Native American Monitoring.**<br>• The ESA shall be established where excavation activities would occur in previously undisturbed soil.<br>• Prior to ground disturbing activities, a CVLN tribal monitor(s) shall be retained. | Prior to and during construction | Contractor, Monitor, and CCCFPD | Monitor and CCCFPD | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | Archaeological tribal monitoring by tribal monitor(s) shall be conducted during all ground disturbing activities within the boundaries of the Environmentally Sensitive Area. Monitoring may be reduced or halted at the discretion of the CVLN monitor, in consultation with the County Fire as warranted by conditions such as encountering bedrock, sediments being excavated are fill, negative findings during the first 50 percent of the entire area of ground disturbance, etc. If monitoring is reduced to spot checking, spot checking shall occur when ground disturbing activities moves to a new location within the project site and/or when ground disturbance will extend to depths not previously reached (unless those depths are within bedrock). The tribal monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified.<br>• CVLN tribal monitor(s) will have the authority to halt and redirect work should any archeological or tribal cultural resources be identified during monitoring.<br>• If archeological or tribal cultural resources are encountered during ground disturbing activities, work within 100 feet of the find must halt and the find must be evaluated for listing in the CRHR and NRHP. | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | **Mitigation Measure TCR-2. Unanticipated Discovery of Archaeological and/or Tribal Cultural Resources**<br>• The Contractor shall be notified of the possibility of encountering archaeological and/or tribal Cultural materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform Contractors of requirements during construction.<br>• Prior to the initiation of construction activities, a qualified archaeologist and tribal monitor shall provide Worker Environmental Awareness Program (WEAP) training to construction personnel with an overview of applicable laws, Project mitigation measures, and procedures to be followed with regards to historical, archaeological, and tribal resources that may be encountered over the course of the project.<br>• Procedures for discovery include:<br>o If potential archaeological and/or tribal cultural resources are encountered during construction, the contractor shall cease all ground disturbing activities within a 100-foot radius of the find and the find must be evaluated for listing in the CRHR and NRHP. The contractor shall immediately notify the County | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | resident engineer or their designated representative to request a qualified archaeologist and a Confederated Villages of Lisjan Nation representative to assess the nature and significance of the find to determine if the find is a tribal cultural resource and thus significant under CEQA and/or the tribe. The archaeologist shall stake the area of discovery, placing stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery.<br>o If the finding(s) is not determined to be potentially significant, work may resume. If the finding(s) is determined to be potentially significant, the archaeologist in consultation with the tribal representatives shall develop a mitigation plan outlining management of the resource, analysis, reporting of the find, and reburial of cultural items. The plan shall be implemented by the County in accordance with state guidelines and in consultation with the consulting tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | consulting tribe and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for the tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, heritage recovery, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of any further activities by a tribal representative, and/or returning the objects to a location within the project area where they will not be subject to future impacts. Preservation in place (i.e., avoidance) is typically the preferred manner of treatment of tribal resources and cultural items. Tribal cultural resources shall not be permanently curated, unless specifically requested by the tribe. Work may resume according to the recommendations in the mitigation plan.<br>o Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate California | | | | |

| Impact | Mitigation Measure | Implementation Timing | Implementation Responsibility | Verification Responsibility | Compliance Verification Date |
|---|---|---|---|---|---|
| | Department of Parks and Recreation (DPR) 523 forms and shall be submitted to Contra Costa County Department of Conservation and Development, the Northwest Information Center (NWIC), and the California Office of Historic Preservation (OHP), as required. | | | | |

# APPENDIX A - RESPONSE TO COMMENTS

# COMMENT #1

**From:** Lisjan Nation
**To:** Sam Nichols
**Cc:** Christian Montoya; Claudia Gemberling; Laura Cremin
**Subject:** Re: Requesting Consultation for Fire Station 9 Redevelopment
**Date:** Friday, April 10, 2026 2:23:32 PM

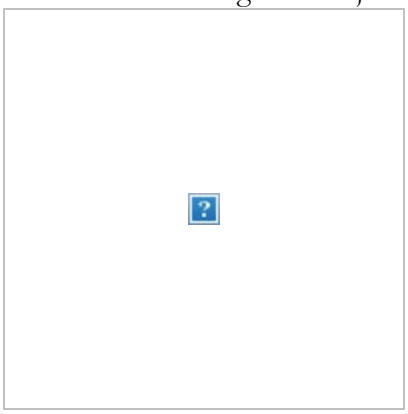


Good afternoon,

My apologies for the confusion. Thank you for the clarification and have a good rest of your day!

**Uuha'yi (With Gratitude),**

***Jon Kunkel, Tribal Administrative Assistant***
Confederated Villages of Lisjan Nation



On Wed, Apr 8, 2026 at 10:58 AM Sam Nichols <snich@cccfpd.org> wrote:

> Good Morning,
>
> Thank you for your comment and request for consultation. Please note that Contra Costa County conducted tribal consultation for this project on behalf of the Contra Costa County Fire Protection District in 2025 under AB 52. The County initially met with the Confederated Village of Lisjan Nation (CVLN) in March 2025 and agreed to mitigation measures for this project in November 2025. For more information about the results of the SLF request from the NAHC and CHRIS records search request, please see Section 2.18 (Tribal Cultural Resources) and Attachment C (Cultural and Historic Resource Evaluation) of the Draft IS/MND, which is available on our website at the following link: Fire Station 9 | Contra Costa County FPD, CA.

We will have a tribal monitor from CVLN present during ground disturbing activities within the boundaries of an Environmentally Sensitive Area (ESA). The ESA is still being developed and will include areas where excavation will occur in previously undisturbed soil. For more details about the mitigation measures for this project, please see Attachment G of the Draft IS/MND. Please let me know if you have any more. Thank you.

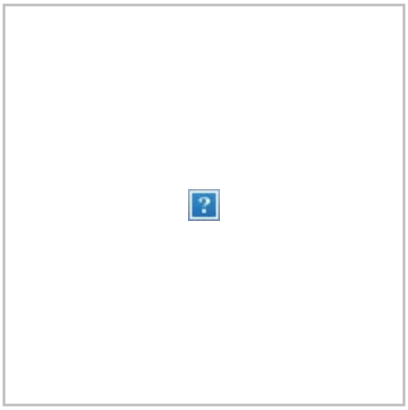
Respectfully,

Sam

**Sam Nichols**
Assistant Chief, Support Services
Email: Sam.nichols@cccfpd.org
Mobile: 925-266-0001
Phone: 925-941-3300 x 1107
Contra Costa County Fire Protection District
4005 Port Chicago Hwy, Suite 250
Concord, CA 94520
www.cccfpd.org

On Tue, Apr 7, 2026 at 2:33 PM Lisjan Nation <cvltribe@gmail.com> wrote:

> Greetings,
>
> Thank you for your letter (attached below). The Tribe would like to request consultation on this project.
>
> Can you please share a copy of the SLF request results from the NAHC, results of the CHRIS records request search, and any cultural resource reports prepared for this project (draft form is fine)? We would also appreciate any specific information about proposed ground disturbance of this project. Thank you in advance!
>
> **Uuha'yi (With Gratitude),**
>
> ***Jon Kunkel, Tribal Administrative Assistant* (Iipay)**
> Confederated Villages of Lisjan Nation



# COMMENT #2

**From:** Christian Montoya
**To:** Cultural Preservation Department Inbox
**Cc:** sam.nichols@cccfpd.org
**Subject:** RE: Fire Station 9 Redevelopment Project No. WH728B
**Date:** Tuesday, April 21, 2026 4:17:00 PM
**Attachments:** image001.jpg
image002.png

---

Good afternoon,

Thank you for your comment. We'll be sure to reach out to you if there are any project changes.

**Sincerely,**

**Christian Montoya, AICP**
**Environmental Analyst I**

Contra Costa County Public Works Department
Environmental Services Division
255 Glacier Drive
Martinez, CA 94553
Office: (925) 313-2176
Cell: (925) 812-7384
E-mail: Christian.Montoya@pw.cccounty.us
Website: www.cccpublicworks.org
***"Accredited by the American Public Works Association"***

---

**From:** Cultural Preservation Department Inbox <cpd@wiltonrancheria-nsn.gov>
**Sent:** Tuesday, April 21, 2026 4:08 PM
**To:** sam.nichols@cccfpd.org; Christian Montoya <Christian.montoya@pw.cccounty.us>
**Subject:** Fire Station 9 Redevelopment Project No. WH728B



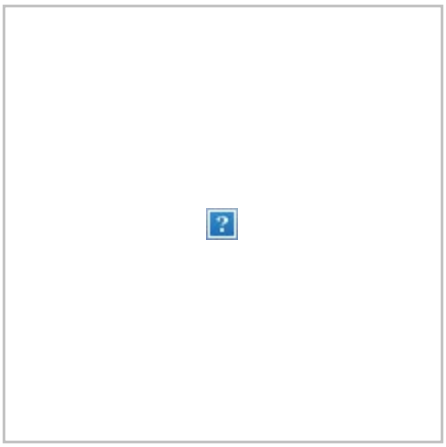
Good afternoon,

Thank you for your letter dated April 7, 2026, regarding the proposed project. Wilton Rancheria ("Tribe") is a federally recognized Tribe as listed in the Federal Register, Vol. 74, No. 132, p. 33468-33469, as "Wilton Rancheria of Wilton, California". The Tribe's Service Delivery Area ("SDA") as listed in the Federal Register, Vol. 78, No. 176, p. 55731,

is Sacramento County. The Tribe's Trust Lands are in Sacramento County however, the Tribe's ancestral territory spans from Sacramento County to portions of the surrounding Counties.

Wilton Rancheria has reviewed this project, and we currently have no concerns. We appreciate your continued outreach and/ or consultation in the future and respectfully request that you contact us if there are any project updates or changes.

Thank you,



Department of Cultural Preservation
Wilton Rancheria | 9728 Kent St, Elk Grove, CA 95624
Front Desk: 916.683.6000 x 1008
cpd@wiltonrancheria-nsn.gov
wiltonrancheria-nsn.gov

# COMMENT #3

| | |
|---|---|
| **From:** | Thao Nguyen |
| **To:** | Christian Montoya |
| **Cc:** | Joe Smithonic; Tim Jensen; Claudia Gemberling; Laura Cremin |
| **Subject:** | RE: CEQA Notice \| Fire Station 9 Redevelopment Project |
| **Date:** | Wednesday, April 22, 2026 1:45:28 PM |
| **Attachments:** | image005.jpg<br>image006.jpg |

Hi Christian,

The Flood Control and Water Conservation District has reviewed the Request for Comments for the Fire Station 9 Initial Study/Mitigated Negative Declaration in Pacheco (APN 125-073-003) and submits the following comment:

> The project proposes to raise the site grading by two feet due to floodplain constraints. The applicant should coordinate with the Engineering Services Division of Contra Costa County and associated Floodplain Manager to determine local impacts, if any, to the floodplain by elevating the project site.

Please feel free to contact us if you have any questions or need further clarification.

Thanks,
Thao

**Thao Nguyen Nguyen** | Staff Engineer
Contra Costa County Flood Control & Water Conservation District
255 Glacier Drive, Martinez, CA 94553
thao.nguyen@pw.cccounty.us | Office: 925-313-2197

---

**From:** Christian Montoya <Christian.Montoya@pw.cccounty.us>
**Sent:** Monday, April 6, 2026 11:56 AM
**To:** Jessica Dillingham <Jessica.Dillingham@pw.cccounty.us>; Jay Humiston <Jay.Humiston@pw.cccounty.us>; Tim Jensen <tim.jensen@pw.cccounty.us>
**Cc:** Claudia Gemberling <claudia.gemberling@pw.cccounty.us>; Laura Cremin <Laura.Cremin@pw.cccounty.us>
**Subject:** CEQA Notice | Fire Station 9 Redevelopment Project

Good morning all,

Please be advised that Contra Costa County Fire Protection District filed the Notice of Intent to adopt a proposed Mitigated Negative Declaration for the Fire Station 9 Redevelopment Project with the County Clerk on 4/2/26 and State Clearinghouse on 4/1/26.

The IS/MND is available online with the following link: Fire Station 9 | Contra Costa County FPD, CA

The 20-day public review period for the IS/MND began on April 2, 2026 and will end on April 22,

2026.

**Sincerely,**

**Christian Montoya, AICP**
**Environmental Analyst I**

Contra Costa County Public Works Department
Environmental Services Division
255 Glacier Drive
Martinez, CA 94553
Office: (925) 313-2176
Cell: (925) 812-7384
E-mail: Christian.Montoya@pw.cccounty.us
Website: www.cccpublicworks.org
***"Accredited by the American Public Works Association"***

**General Response to Comments on Fire Station 9 Redevelopment Initial Study and Mitigated Negative Declaration (IS/MND)**

Public comments received on a mitigated negative declaration (MND) do not require formal, point by point, responses as done with an environmental impact report (EIR). Staff is providing the following general responses to aid the Contra Costa County Fire Protection District's (CCCFPD's) Board of Directors in evaluating the comments received and attached to the main staff report.

**Comment #1: Request for Consultation, Records Search Results, and Cultural Resources Reports from the Confederated Villages of Lisjan Nation**

**Response to Comment #1**: The Confederated Villages of Lisjan Nation (CVLN) requested tribal consultation, records search results, and cultural resource reports for this project as well as additional details about the proposed ground disturbance for this project. Tribal consultation with CVLN occurred in 2025 under AB 52 consultation and as a result appropriate mitigation measures were agreed to and incorporated in the IS/MND and MMRP. CCCFPD respectfully let CVLN know they can find more information on the requests through the publicly available documents published during the public review period. No further comments or questions from CVLN occurred. No revisions to the Final IS/MND were made in response to this comment.

**Comment #2: No Concern Comment and Request for Future Notification of Project Changes from Wilton Rancheria**

**Response to Comment #2**: Wilton Rancheria responded with a comment of no concern and requested that if the project were to undergo updates or changes that Wilton Rancheria be contacted for additional outreach and/or consultation. CCCFPD would notify Wilton Rancheria if there are any project updates or changes. No revisions to the Final IS/MND were made in response to this comment.

**Comment #3: Request for Additional Coordination from Contra Costa County Flood Control & Water Conservation District**

**Response to Comment #3**: The Contra Costa County Flood Control & Water Conservation District commented that additional coordination with the Contra Costa County Engineering Services Division and associated Floodplain Manager should occur to determine if any local impacts to the floodplain by elevating the project site. CCCFPD will need an encroachment permit from the Engineering Services Division and Flood Control & Water Conservation District. Additional coordination to determine if any local impacts to the floodplain would be reviewed during each agency's encroachment permit process. Section 2.10.1(c)(iv) of the IS/MND was changed to clarify this additional coordination would occur during each agency's encroachment permit process.